

Berrien County
A Nineteenth Century Story

A. E. Chauncey



42N

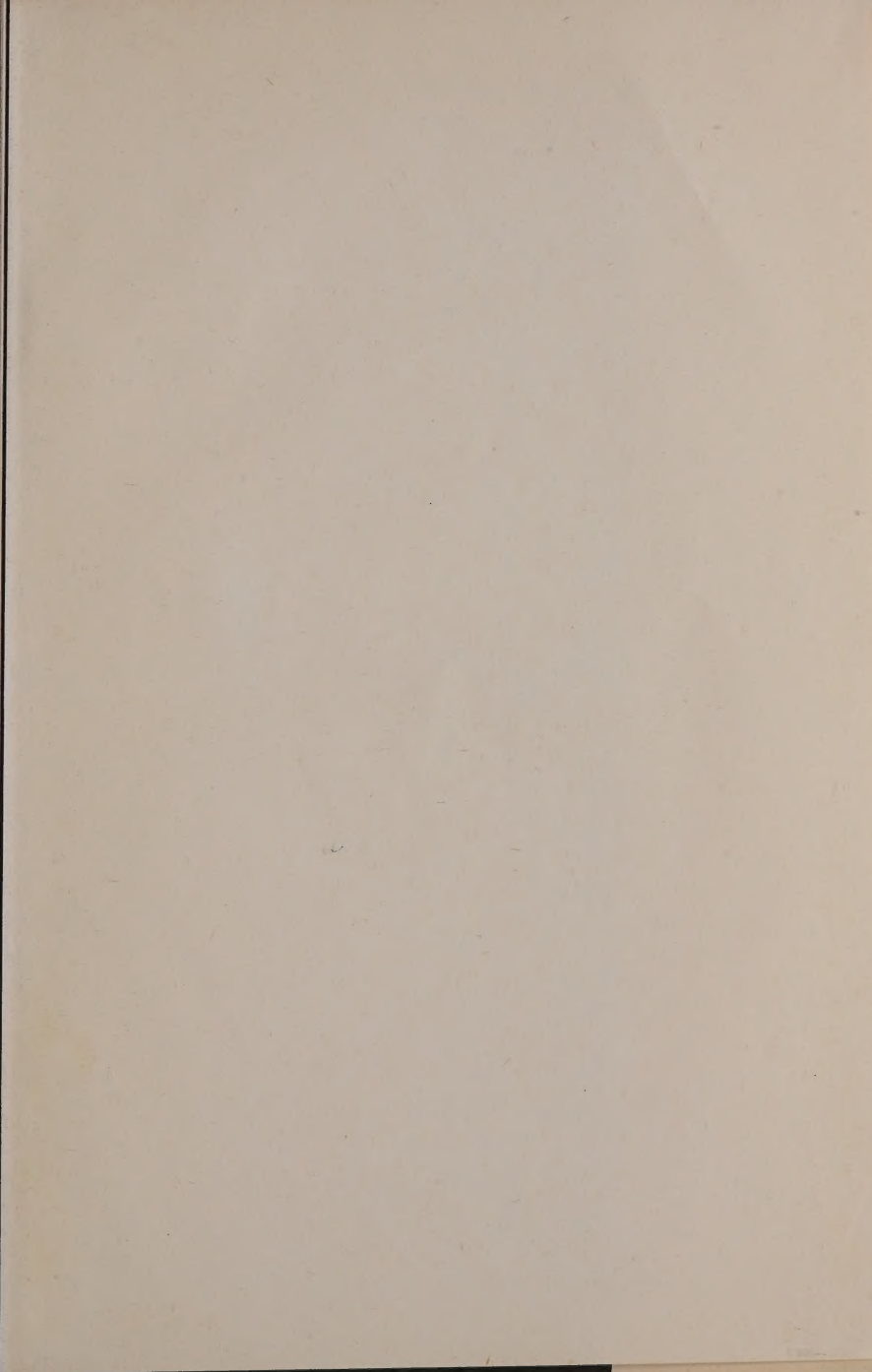
ALLEN COUNTY PUBLIC LIBRARY

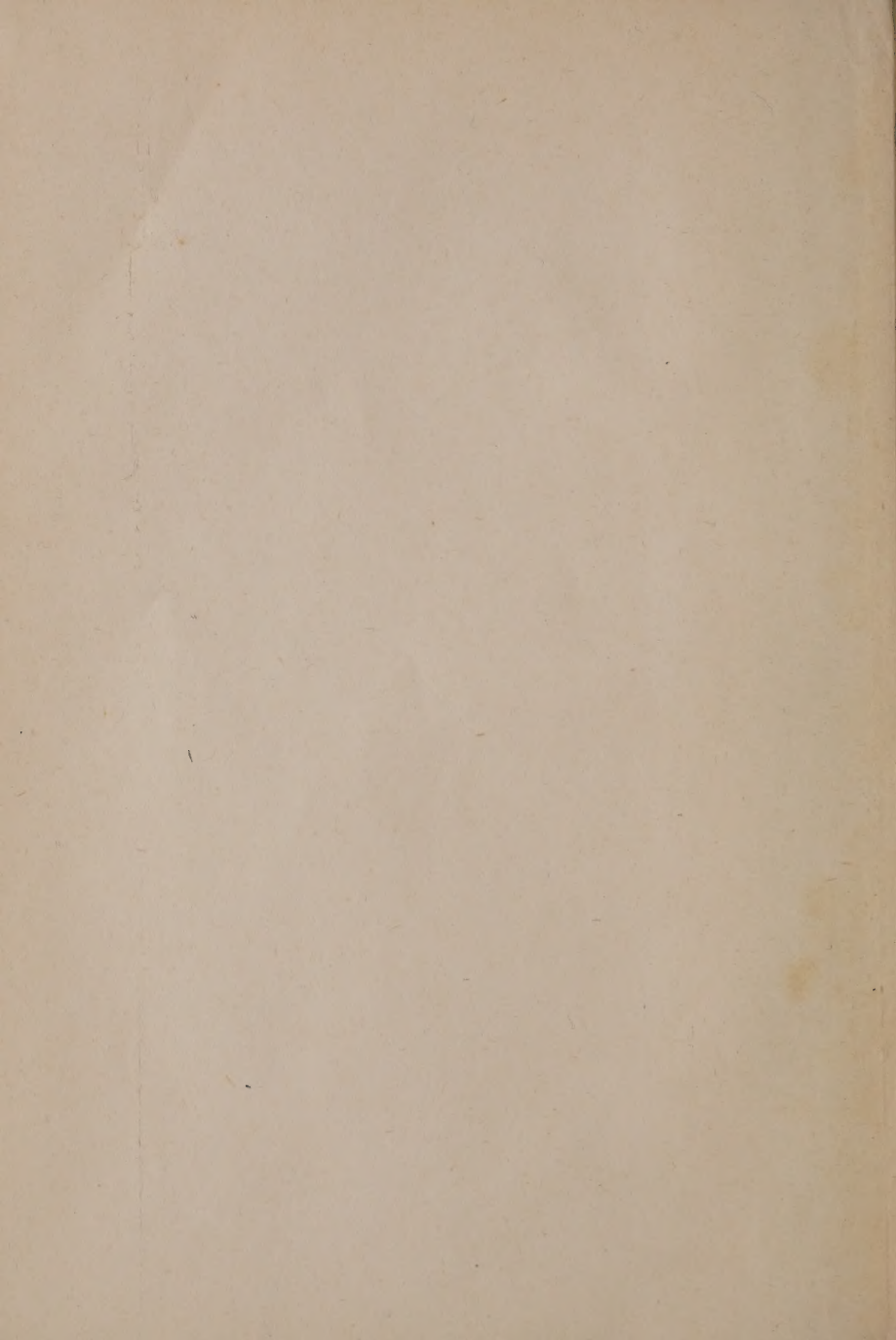


3 1833 01723 0969

Gc 977.401 B45ch
Chauncey, Albert E., 1867-
Berrien County

✓





Berrien County
A Nineteenth Century Story

By A. E. Chauncey



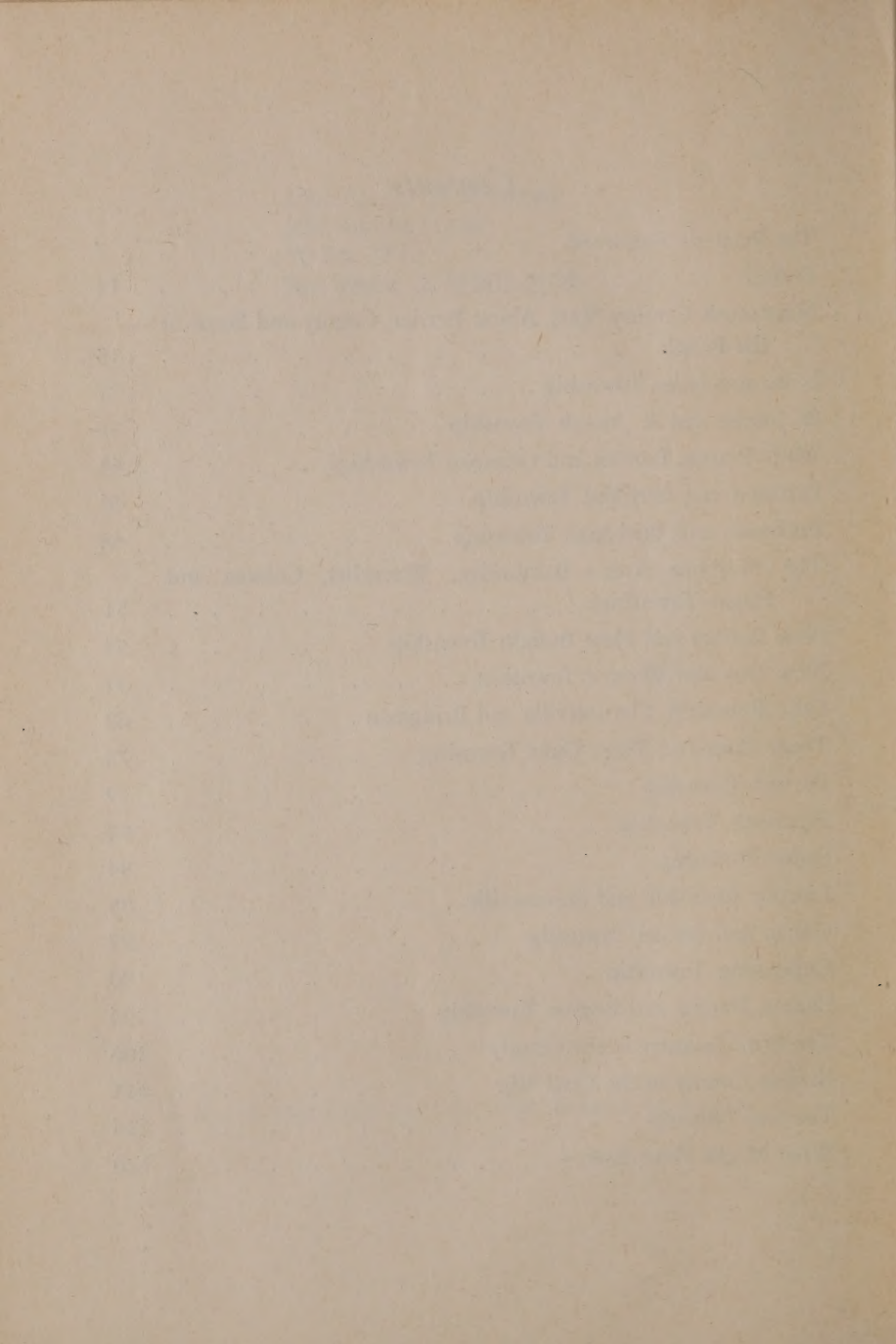
Privately Printed 1955

Allen County Public Library
900 Webster Street
PO Box 2270
Fort Wayne, IN 46801-2270

BURCH PRINTERS, INC., BENTON HARBOR, MICHIGAN

Contents

The Printer's Foreword	7
Preface	11
Nineteenth Century Story About Berrien County and Some of the People	13
Niles and Niles Township	21
St. Joseph and St. Joseph Township	31
Wolfs Prairie, Berrien and Oronoko Townships	43
Bertrand and Bertrand Township	46
Buchanan and Buchanan Township	48
The Millburg Area — Bainbridge, Watervliet, Coloma and Hagar Townships	51
New Buffalo and New Buffalo Township	55
New Troy and Weesaw Township	57
Lake Township, Charlotville and Bridgman	62
Three Oaks and Three Oaks Township	72
Berrien Township	79
Pipestone Township	82
Sodus Township	84
Lincoln Township and Stevensville	85
Galien and Galien Township	87
Chikaming Township	90
Benton Harbor and Benton Township	94
The Fruit Industry in the County	106
Berrien County in the Civil War	111
The Gay Nineties	114
What Might Have Been —	120



The material for this story has been obtained from the Judge Coolidge "History of Berrien County," Burgh and Warren "History of the Region of Three Oaks," Morton "History of Benton Harbor," also data from an account book (1838-1845) of Micajah Chauncey, stories handed down by father, and the writer's personal recollections.

The Printer's Foreword

Albert E. Chauncey has performed a useful and needed service to those people of Berrien County who are interested in the record of those who settled in this southwest corner of the State of Michigan.

There is both interest and romance in the history of pioneer territories, and Berrien County is no exception. Most of the published histories of the county are too voluminous to invite perusal. Here in one small volume are the salient matters of common interest.

Mr. Chauncey was born November 24, 1867, in a house located on the southeast corner of what is now U.S. 12 and Glenlord Road. The house is still occupied.

In the 88 years of his life Mr. Chauncey has seen Berrien County develop from an almost entirely agricultural section, with much uncleared land, into one of the most important fruit sections of the nation, and its cities into highly industrialized centers.

Mr. Chauncey ("Allie" to hundreds) throughout his long life, has exemplified those virtues of industry, unswerving honesty and fidelity that marked the best of those pioneers who have made this country great.

In 1876 his family moved to a piece of cut-over land near Bridgman. He attended the California School and nearly reached the eighth grade. But this lack of school education does not mean that he ever stopped learning. Like many another denied the chance of continued formal education, his

interest in improving and adding to his knowledge in many ways has never ceased.

At the age of sixteen he took the place of a man on the farm to make his contribution towards the family support. In April, 1890, he began work in a general store in Bridgman; 15 hours a day, six days a week; wages \$4.00 a week—less than 4½ cents per hour.

A. E. Chauncey's business career began in 1902 when a friend loaned him several hundred dollars with which he opened a general store of his own. Under his industrious management this venture prospered; and in 1906, on November 9, he was married to Miss Jessie Baldwin, daughter of Ozro and Lucy Weston Baldwin.

In the early 1920's he and O.A.D. (Bun) Baldwin, his wife's brother, platted and developed Maplewood, Sulphur Springs and Southside Additions to Bridgman. Some of his community activities have been:

One of the organizers of Bridgman State Bank (director 14 years).

One of the organizers of the Bridgman Golf Club.

Secretary of the School Board 12 years.

One of the two men who sold the stock of what is now known as the Gast Manufacturing Corporation, of which he is Chairman of the Board.

Charter member of the Bridgman Booster Club.

Chairman of the Home Builders' Association.

Member of the St. Joseph-Benton Harbor Rotary Club since 1921.

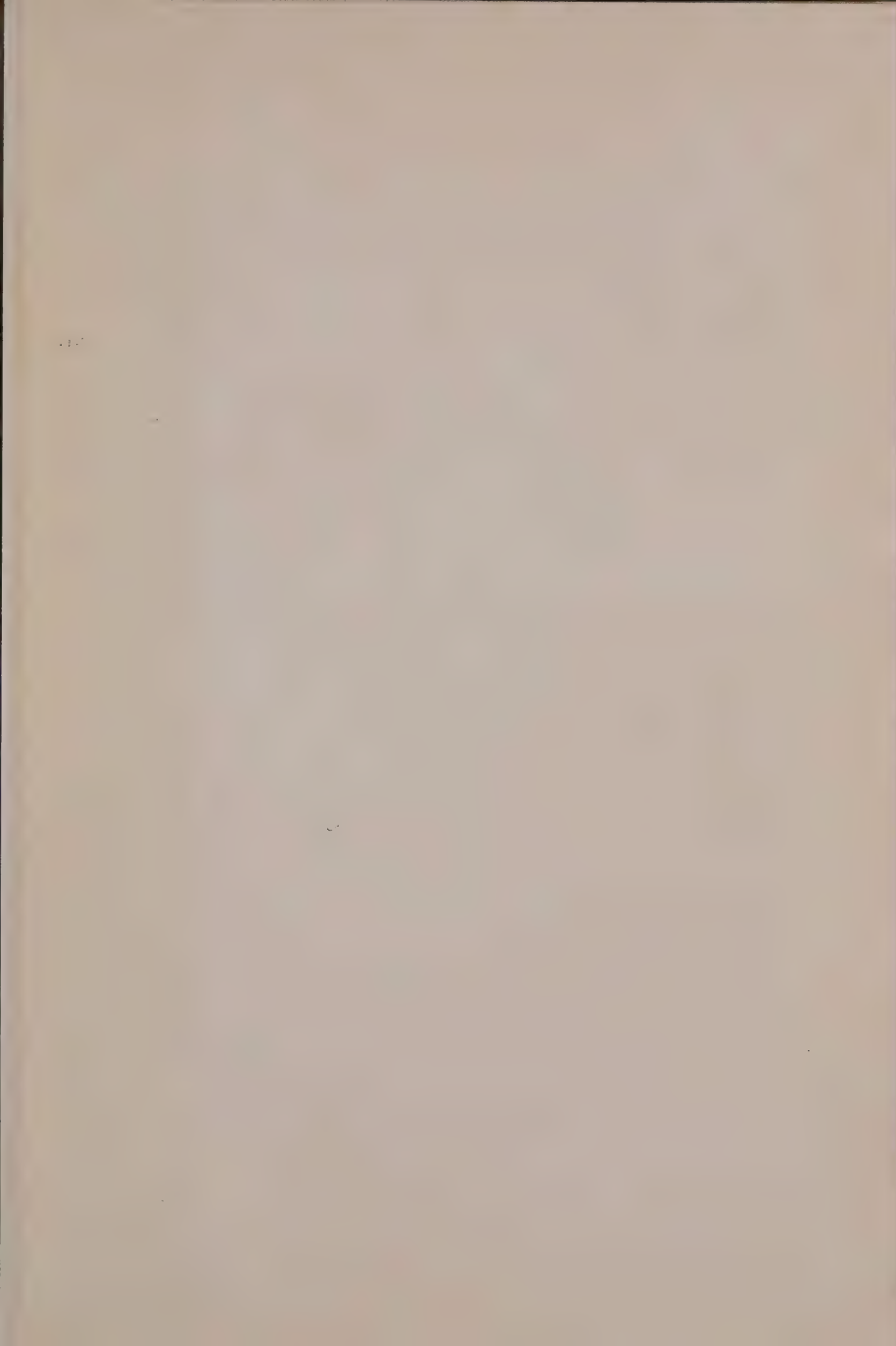
Life member of the Three Oaks Masonic Lodge.

For some 15 years chairman of the Red Cross drives in Lake Township, and always exceeded the prescribed quota.

During Albert Chauncey's lifetime he has not accumulated great wealth, but because of the type of man that he is and has been, he is rich in a host of friends to whom this book is being presented in grateful recognition of those friendships.

ROSCOE J. BURCH

...
...
...
...
...





PREFACE

THE CONDENSED STORY regarding Berrien County during the Nineteenth Century is written with the thought in mind that only a few people living in the county at the present time, have any conception of what the county looked like during those early days.

It would be difficult for one to visualize the region that became Berrien County early in the century. With the exception of a few thousand acres of prairie and oak openings, the region during the first quarter of the century was a dense forest of great trees. Few white men had yet trod on the soil. The Red Men claimed it as their private hunting preserve, and resented any encroachment by the white men.

The region was a quiet place. The only sounds were those of the winds blowing through the tree tops, the rippling of the streams, the wild life in the forest, and the swish of the paddle in the water as the Red Man glided over the lakes and streams in his canoe.

A century and a half is quite a long period, but it is only a few seconds compared with geological time by which geologists affirm that it required two thousand million years to create the region that is now known as Berrien County.

A. E. CHAUNCEY

Nineteenth Century Story About Berrien County And Some of the People

BERRIEN County like all the other eighty-two counties in the State of Michigan, was at one time a tropical country. Great animals roamed through the jungles. Fossil remains have been found at various places in the county.

As a result of the Ice Age, there is a wide range of soils in the county, ranging from white and yellow sand, to black muck. The terrain is generally undulating along with some quite extensive plains in the western part. The second largest river (St. Joseph) in the state flows fifty-five miles through the county. Along the shore line of Lake Michigan are some of the famous sand dunes. They are unlike any other known sand dunes in the world. In the section of dunes extending from Grand Mere Lakes to the south line of Warren Dunes State Park, grow or have grown practically every kind of tree, shrub or wild fruit that grew anywhere in Michigan. The names of some of the dunes in the Grand Mere area are Bald Top, Johnson Dune, Wilkins Dune, Brinkman Dune, Dunham Dune and Blueberry Hill. In the Warren Dunes Park area are Mt. Fuller, Pikes Peak, Tower Hill, Mt. Randall and Mt. Edward. The dunes are a post-glacial formation. During countless violent storms the sand was washed up in ridges, and when dry was blown landward, thus forming the dunes during aeons of years.

Much of the region that became Berrien County, was covered with a dense forest of great trees, some of the largest that grew anywhere in the country. In the northern part of

the county there were considerable pine trees, while in the southern part the timber was practically all hardwood, consisting of many kinds. Among these were the giant white oak, whitewood, ash, elm, beech, maple and black walnut. The latter did not grow as tall as the other trees, but there were specimens of black walnut which were five or more feet in diameter. There was enough material in some of the whitewood trees to build the average home complete. The white oak timber was used wherever great strength was required, and long endurance—for ships, docks, power shovels and pile drivers.

Walnut was not as plentiful as the other timber. Black walnut was the universal material used in the better furniture during the century. It was also employed in making the better coffins. A solid walnut job sold for twenty-five dollars. The lower price coffins were made of pine or whitewood. They were priced at ten or fifteen dollars. Occasionally some beautiful furniture was made from birds-eye maple. There may have been one of these particular specimens among hundreds of maples. Beech and maple were the universal woods for heating buildings and generating steam in the locomotives and stationary engines.

When white men first came to the region, it was occupied by the Potawatomi Tribe of Indians. There were four large campgrounds along the St. Joseph River. The St. Joseph Valley was a "Garden of Eden" for the Red Men. Here Mother Nature was profuse with her contributions to the red children of the forest. The wild life provided them with both meat and material for clothing, as well as bed covering. The

lakes and streams teemed with fish. The wild fruits grew in abundance. Wild honey could be had for the taking, and wild rice grew in the low lands at the mouth of the rivers. From the sap of the maple, sugar was made. On the fertile prairies they grew corn, beans and pumpkins. From the bark of the trees they made canoes, and the willows supplied the material for weaving baskets. The St. Joseph River was the highway over which they paddled their canoe loads of fur pelts on the way to the fur market at Mackinac.

The Chief of all the Potawatomis was the great Topinabee. Second in command was Chief Pokagon, and Weesaw was the War Chief. He was quite a showman, strutting around decked out in feathers and strings of little bells on his moccasins, a large silver shield on his breast, silver rings on his ears, and one in his nose.

The St. Joseph Valley was the second place in the Lower Peninsula to be visited by white men. In the fall of 1670 La Salle with a small company, came to the mouth of the St. Joseph River. While waiting for his ship the "Griffon" to come for them, they built a small log stockade. The ship failed to arrive. The Griffon was never seen after it left Green Bay with the load of fur pelts. As winter was closing in, LaSalle and his men continued on their exploration.

The place was again visited in the summer of 1680 by Fathers Dablon, Jolliet, Allouez, and the renowned Father Marquette who was a sick man, and died on his way to Mackinac. Father Allouez died in 1689, and was buried in the vicinity of the present city of Niles.

In the 1780's William Burnett came from New Jersey,

and settled on the bank of the St. Joseph River near the site of the present Napier Bridge. He erected several log buildings, and engaged in barter with the Indians for their fur pelts. He treated the Indians with consideration, and gained their confidence. He married Kawkemie, sister of Chief Topinabee. The couple became the parents of seven children. Burnett built up a lucrative business. He established several trading posts up the St. Joseph Valley. The first post was operated by Joseph Bertrand, near the Indiana line. Bertrand was a half-breed, and he married Madeline, daughter of Chief Topinabee. Five children were born to the union. Madeline received a grant of one section of land where the village of Bertrand was platted, and each of the children received a half section over the line in Indiana.

Burnett set out an orchard of fruit trees and presumedly he intended to make the place his future home. Burnett's business had increased to where it was grossing a hundred thousand dollars a year. On a summer day in 1812 he left home to visit his several trading posts, and did not return. Frequently he went to Fort Dearborn, and it was presumed he was caught in the Fort Dearborn massacre. His wife was a capable business woman and she carried on the business until the time of her death. Then the oldest son took over the business. He became deeply involved, and the business deteriorated rapidly. Together, the mother and children had been awarded several sections of land in the area. The children were educated in a Catholic institution at Detroit.

There does not seem to be much of a record of what became of the family other than one of the girls married a

prominent lawyer in Detroit. In later years Captain Langley purchased the Burnett homestead known as Burnett Orchard. Captain Langley erected a beautiful home on the estate, a show place on the bank of the river. He was honored by having the street, Langley Avenue in St. Joseph named for him.

The first white settlement in the county took place just west of the present city of Niles, when the Rev. Isaac McCoy came from Fort Wayne, Indiana to establish a mission to teach Indian boys how to till the land, and a few of the simple arts. He received a grant of land a mile square. Rev. McCoy had operated a mission at Fort Wayne. There was no road connecting the two places, but Rev. McCoy brought several of his teachers with him. He also brought horses, oxen, cows and fifty pigs. They were several days on the way, hacking a trail through the forest, and building rafts where the streams were too deep to be forded. It was said their loss on the way was only one pig.

On arriving at the site, the first in order was to erect some log buildings to shelter the men and livestock. The next was barracks for the Indian boys, and a mission building. Winter was now closing in with a heavy fall of snow, and the river became completely frozen over. The little group was entirely isolated with inadequate clothing, and a limited supply of food. The men were natives of the Carolinas and Virginia, and not accustomed to severe winters. Had it not been for the friendly Indians and the generosity of Joseph Bertrand, some or all of them might have perished. The Indians shared their meager supplies of corn with the white men, and Bertrand said, "I give you half, one starve, both starve."

In the spring Rev. McCoy left for the east on horseback to solicit food, clothing and money for the mission. His efforts proved quite successful. The supplies were loaded on a schooner at Buffalo, New York, bound for the mouth of the St. Joseph River. Indian boys were sent down the river to build bonfires on the shore, to guide the schooner to its destination. They were also instructed when the vessel arrived, to return to the mission at once with some of the grain and flour.

After receiving the assistance in the east, Rev. McCoy was able to go ahead with the organization of the school. Some sixty Indian boys were in the school. It was a practical course, and they were learning while doing. They cleared land, built fences, planted and harvested crops. They learned also how to use the simple tools of pioneer days. Some two hundred acres were cleared and fenced by 1828. Then a treaty was concluded with the Potawatomis, which included the Carey Mission. A former treaty in 1821 included all the land in the county on the east side of the river. All that was left in the county for the poor Indians was a little three-cornered piece west of the river. Slowly but surely the Red Men were being squeezed out of their "Garden of Eden". Could the Indians be blamed for garnering a few white men's scalps?

Rev. McCoy left for the west where he was to establish another mission. The teachers left to settle in various places in the St. Joseph Valley. John Johnson settled about ten miles down the valley. John Pike settled on Wolf's Prairie. Timothy Smith in Royalton. Calvin Britain intended to return to his old home in the east, but when he reached the

mouth of the river he was so impressed with the location that he decided to conclude his journey. The other two teachers were James Gillespie and George Claypool.

In 1833 the last squeeze for the poor Indians occurred when the Treaty of Chicago was concluded, ceding the last small parcel of Berrien County to the government. When Chief Topinabee was asked to sign the treaty he said; "Father, we do not care for your land or your money. We want whiskey, give us whiskey." The once proud Chief of all the Potawatomis was now a drunken sot. He met his death when he fell from a horse in a drunken stupor.

Following the conclusion of the treaty, a company of United States Troops were brought in. The Indians were rounded up, the women and children were loaded into lumber wagons, and the men on foot, started on the long trek to the barren plains beyond the Mississippi, where about the only game was jack rabbits and prairie dogs. The aged and ill were left by the wayside to perish. (How could civilized men be so cruel?) Some of the Potawatomis refused to leave and went into hiding in the forest. The Indians were cheated, deceived and debauched with the vile stuff called whiskey. Among those who remained was the devout Catholic, Chief Pokagon, who said there would not have been a Fort Dearborn Massacre had not the Indians been crazed by white man's "firewater". There were only seven treaties concluded with the Indians in all of Michigan, and three of them concerned Berrien County.

The first permanent settler in the county was Squire Thompson, a native of Virginia. He located on the present

site of the city of Niles. He was a colorful character, and a man of many professions — farmer, trapper, interpreter, guide, lawyer, merchant and politician; a Whig, he frequently made speeches for the party. His costume for all occasions was a red flannel shirt, open at the neck, and trousers faced with buckskin. He was one of the associate judges, while Michigan was yet a territory. He received the nomination for the State Legislature, but was on the wrong ticket to win. A daughter born to the Thompsons in 1825, was the first white child born in the St. Joseph Valley.

Another Virginian, William Kirk, followed Thompson. Then Baldwin Jenkins came from Ohio. After building a log cabin, he returned to Ohio for his family. Later on he was appointed a judge for Berrien and Cass Counties. As time went on he became an extensive landowner in both Cass and Berrien Counties. When he passed on he left a description of the log cabin.

"The logs were grooved at the ends so they would lay close together, and chinked with split sticks and mud. A slit was left open in the sidewall to provide a window. A larger opening in front served for the doorway. During inclement weather, blankets covered the openings. The roof was covered with boughs or coarse grass. The fireplace was constructed with sticks and mud."

In the spring of 1825 John Lybrook, Joel Yard and John Johnson walked from Richmond, Indiana, to Berrien County, carrying food, clothing, guns and axes. The only dwelling between the two places was the trading post at South Bend. Many of the first settlers in Berrien County were natives of

the Carolinas and Virginia. The two principal reasons for leaving their native states were: their anti-slavery sympathies and the foreseeing of the inevitable break between the Northern and Southern states.

• • •

Niles and Niles Township

IN 1829 a plat was laid out for the Village of Niles. It was an ideal location on both banks of the scenic St. Joseph River. The lots were reasonably priced, and migration to the village increased rapidly. During the same year the village was platted, the following men arrived in the new town: Isaac Gray, Samuel Walling, William Justice, Ephraim and Elijah Lacey, and A. Thornbury. They came from Richmond, Indiana, on a tour of inspection through the St. Joseph Valley. They were favorably impressed with the village and the surrounding country, and decided to make the place their future home. They returned to Richmond for their families.

During the same year there were thirty-one land claims filed in the county,—twenty in the Niles area, eight in Berrien and three at the mouth of the river. The first deed recorded was in November, 1831. The county seat was first located at Niles. The first election of officers took place in April, 1832, and the following officers were elected: Obid Lacey, Register of Deeds, Titus Willard, Clerk; Jacob Beeson, Treasurer; August Newell, Sheriff; and Cogswell Green, Judge of Probate.

Walling and Lacey brought a stock of goods from Rich-

mond, and opened the first store in Niles. Isaac Gray erected a two story log building and opened the second store in the village. The upper story was occupied as living quarters. Ephraim Lacey built the first sawmill and gristmill at the mouth of Dowagiac Creek. Obid Lacey became prominent in county politics. As stated above, he was Register of Deeds, and was also Supervisor and member of the State Legislature. He became an extensive landowner, much of the land now being within the corporate limits of Niles. He sustained severe losses as a result of the crash of the wildcat banks. He died early in life at the age of thirty-four years. An editorial in the Niles Republican said, "By his spirit and enterprise in a great measure, Niles has been built up into a flourishing village."

Elijah Lacey was a delegate to the first State Convention, a member of the State Senate, president of the village, and the first mayor of the city of Niles. He built and operated one of the largest flour mills in Southwestern Michigan. Lacey's brands of flour were known for quality near and far.

Amanson Huston built the first hotel in Niles in 1829. It was constructed of logs. The first term of court was held in the hotel. His father, Thomas Huston, had migrated from the state of New York, with his wife and fourteen children.

Wilson Brothers, David and Daniel, established a tannery in the new town. Later Daniel moved to St. Joseph, and became captain of the famous river steamboat "The Matilda Barney", the first steamer to ply between St. Joseph and Niles.

In 1829 Jacob Beeson migrated to Newburyport, where he opened a store. Three years later he moved to Niles,

where he and his brother William engaged in the mercantile business. In 1857 he was appointed Collector of Customs in Detroit, where he moved with his family and lived until 1865, when they returned to Niles. He purchased a sightly location overlooking the scenic St. Joseph River, on which he built a pretentious home. Brother William went to California in 1849. Four years later he returned to Niles, and again engaged in the mercantile business until the time of his death in 1872. In the meantime he had erected a fine business building, and served as president of the village and member of the State Legislature.

John Reddick, a native of Germany, opened the first men's clothing store in the village in 1831. A son became a large dealer in lumber and building supplies. He also manufactured hardware specialties.

George Hoffman landed in Newburyport in 1831 with a stock of dry goods. There was no building available in the place to open up the stock, so the following year he moved the stock to Niles, where he located a building and started business. He moved to Detroit in 1857.

William Dougan and J. K. Brown, under the firm name of Dougan and Brown Building Contractors, erected many of the better buildings in early-day Niles. Dr. William Dougan, a son, was one of Niles prominent pioneer doctors. He was at one time mayor of Niles.

In 1833 Nathaniel Bacon, a prominent young lawyer, purchased four hundred acres of land adjoining the village of Niles. He planned to make farming his vocation instead of the practice of law. Evidently it was to be on an extensive scale.

The usual log buildings were erected and Nathaniel seemed to be on his way to achieve his ideal. A year later the glamour of farming had faded, and a shingle was seen hanging outside a building in the village, "Nathaniel Bacon, Lawyer". He became one of the leading attorneys in Niles, with an extensive practice. He was elected Probate Judge, also Circuit Judge, when the circuit comprised the four counties of Berrien, Cass, Van Buren and Allegan. He was re-elected to the office and served until the time of his death. Judge Bacon was the father of a large family of prominent Bacons.

J. C. Larimore came from Ohio in 1834. He first engaged in the dry-goods business. Then later on he changed to the drug business. He was a leader in the civic, religious and business life of the community. He became president of the Citizens National Bank, and continued to hold the office for many years. He was also an officer in many of the industries in the city, and was postmaster during the Harrison Administration.

R. W. Landon came from Connecticut, and was first employed as a clerk in the Wheeler and Potter warehouse in Niles. His rise was rapid in the business life of Niles. He served many years in public office in the city and county. He was mayor of the city four terms, county treasurer ten years, a one term postmaster, and member of the State Senate. In the meantime he had built up an extensive real estate business. He was owner of large tracts of land, owning several thousand acres in Lake Township, much of which included the "Big Meadows" east of Bridgman and south of Baroda. (At that time Lake Township included Baroda Township.)

The large tract of swampland was of little value until it was drained. Then it became some of the most valuable land in the county. Mr. Landon was the largest individual landowner in the county at the time.

Martin Cleland came from the state of New York to Bertrand in 1834, where he settled on a large farm, and remained until 1858, when he moved to Niles. He and a son started to manufacture fanning mills under the name of Garden City Fanning Mill Company. Fanning mills were standard equipment on all large grain farms. Perhaps few people today know what a fanning mill was used for. It was to reclean grain for market and seeding, also to winnow out the leaves and chaff from beans and buckwheat that had been threshed with a hand flail. There were three jobs on a farm that a boy disliked more than the other numerous boy jobs,—turning a crank on a fanning mill, or grindstone, and churning butter in a dasher churn. (The writer is speaking from personal experience.)

Benjamin Collins came with his mother and three brothers from Delaware in 1834. He opened a boot and shoe store. Then a few years later he started a small factory to make boots and shoes, employing twelve shoe makers. Finally he engaged in the manufacture of brick. Ben was one of Niles colorful characters.

George G. Bond with his two sons, George N. and Henry, came from Lockport, New York, in 1834. The father was one of the founders of Lockport, and a judge of Niagara County. To the people of Niles he was Judge Bond. The two sons laid out and platted Bond's Addition to the City of Niles.

Captain Coolidge came to Niles in 1835. After the Carey Mission was abandoned he purchased the property and engaged in farming. Later on he became the owner of the famous "Matilda Barney", and for some time he was captain of the little vessel. His next venture was taken when he bought all of the little waterpower gristmills on the small streams. It proved to be his last venture as he died early in life.

Rodney Paine, a native of the "Nutmeg State", came to Niles in 1836. A year later he moved to St. Joseph, where he operated a branch of the Farmers and Merchants Bank of Niles. Five years later he returned to Niles and established a private bank. He became the father of ten "Paines". Mr. Paine was prominent in the Episcopal Church, and a leader in the educational system of the city. He was also active in the civic affairs of the community. He was president of the village, mayor of the city, county treasurer and State Senator. He passed on in 1873.

Henry A. Chapin just moved over the line from Cass County where he had operated a general store in Edwardsburg for several years. He opened a dry-goods store in Niles, and did an extensive business, for twenty years. Together with his son Charles, they engaged in the insurance business. While Mr. Chapin was in the dry-goods business he had reluctantly accepted a tract of wild land in the Upper Peninsula in payment of a debt. The tract was considered to be of little value. In the late 1870's iron ore was discovered on the property which proved to be a rich deposit of ore. Mr. Chapin leased the tract on a royalty basis. The royalties received from the

ore was the foundation on which the great Chapin family fortune was founded. At one time they were the wealthiest family in the county. The father and son team engaged in manufacturing and other enterprises. They will be best remembered by the Chapin Dams across the St. Joseph River. Mr. Chapin was a man of simple habits, and was well liked by his associates. He died in his eighty-seventh year.

Orville W. Coolidge, like Mr. Chapin, came from Cass County to Niles in 1839. He was one of the early graduates of the literary department of the University of Michigan in 1863; and in 1865 he received his degree from the Cambridge Law School. Then he joined his father, Henry W. Coolidge in the practice of law. He was mayor of Niles, and elected Circuit Judge in 1870, and again elected to the same office and served three terms. Judge Coolidge was a brilliant lawyer. He was a leader in the Presbyterian Church, and teacher of an adult class in the Sunday School.

And still they continued to migrate from Cass County to the booming city of Niles. In 1858 Dr. Evan J. Bonine came. He had built up a large practice in Cassopolis, but became attracted to the coming city over the line in Berrien County. Dr. Bonine enlisted in the Civil War, and became a surgeon in the Second Michigan Infantry. Then for some time he was surgeon in the Third Division of the Ninth Army Corps. After he returned home he was elected to the State Legislature, and served several terms. He was postmaster eight years, and a one time mayor of the city of Niles. His son, Fred Bonine, followed in his father's footsteps and became one of Berrien County's most famous physicians.

There seemed to be something about Niles in the Nineteenth Century that attracted men of culture, wealth and business ability. At one time there were fifteen lawyers, twelve doctors and eight ministers in the city. Niles was the trading center in a large area. Niles had all of the early-day natural advantage for a town except a harbor on the lake. It had however, access to a harbor over a navigable river. Many pretentious homes were built along the bank of the scenic river. Some of them were landscaped down to the water's edge. Among them were the G. W. Platt, J. S. Tuttle, and C. C. Colby homes. The latter was known as "Castle Rest".

Business and industrial buildings were keeping pace with home building. Brick blocks were replacing the wooden structures. The hundred thousand dollar "Reading House" was erected in 1868. It was one of the finest hotels in the middle west.

There were ten churches of the various denominations in the city. Until 1837 the Catholics attended church in a log building at Bertrand. Then it was replaced with a brick edifice. In 1847 a Mission Church was built in Niles. Several priests served for short periods until Father Capon assumed charge in 1859, and served until the time of his death in 1892. A Catholic Convent was built at Bertrand, and served as a school for several years, until it was moved to the vicinity of South Bend, and became St. Mary's College.

In 1872 Reverend Alfred Eddy accepted a call from the Presbyterian Church, and served as its pastor until the time of his death in 1883.

Reverend Phillips served as pastor of the Episcopal

Church for eleven years. He was very much interested in the educational system of the city, which had not kept pace with other developments. He died in 1866.

The first school house was built of logs, which was true regarding the first school buildings in all other pioneer communities. The first high school was established in 1887. At one time there were two well attended private schools for girls in Niles.

Niles was favored with the first road to be built into the county. The road began at Richmond, Indiana, then to Fort Wayne, from where it followed pretty much the route over which Reverend McCoy traveled on his way to the Carey Mission, where it terminated in 1825.

In 1832 the road was extended to St. Joseph, and a stage line was established between the two places.

In 1832 the famous "Chicago Road" reached Niles from Detroit. The road followed the old Sauk Indian trail much of the way. It was a great boon to the little hamlet. A stage line was established and Concord Coaches drawn by four horses arrived and departed frequently during the day. The road was only a trail hacked through the forest. The stumps were cut low so the coaches could pass over them. Logs were layed crosswise through the swamps, (corduroy). There were few bridges, most of the streams were forded. When a coach bogged down it was all out for the passengers, and they had to either help to push the coach or walk to high ground. At the over-night stops in the taverns along the way the few beds were reserved for the women passengers, and the men slept wherever a vacant place could be found on the floor.

In 1848 the Michigan Central Railroad reached Niles. It was truly a great event in the life of Niles, and a large delegation of prominent men came from Detroit to participate in the celebration that took place. A year later the road was continued on west, and reached New Buffalo in 1850, terminating in Chicago in 1852. The Concord Coaches were forced out of business by the fast service of the Michigan Central. It was possible to travel at a speed of fifteen miles per hour, barring any break-downs which occurred frequently.

At the turn of the half century Niles was becoming the flour milling center of the middle west. In 1847 the Valant flour mill was built by Samuel B. Findley. Elijah and David Lacey built the Dacotah Mill, and a large brick structure known as the Linden Mills was built by Gilbert A. Colby. In the 1880's the various mills were consolidated under the name of the Niles Milling Company, with E. S. Badger as president, and W. K. Lacey, vice-president.

Niles made a phenomenal growth from 1865 to the panic of 1873. The population doubled during the eight-year period. Then for ten years following the panic there was little change in the population.

In 1879 a waterworks system was established by a private organization. The water flowed by gravity through wooden pipes from Barron Lake, a distance of about four miles. In 1894 the system was taken over by the city, and the water obtained from artesian wells.

Niles was now making real recovery. New industries were locating in the city, some of which were The Ohio Paper Company, The Niles Board and Paper Company, presi-

dent, Charles A. Chapin. The company made low grade paper and box-board from straw pulp. They also made paper from wood pulp which was obtained from the aspen poplar, one of the several poplars growing in Michigan. The company was one of the first to make paper from wood pulp. B. F. and Earl Storms made furniture specialties. E. E. Wood was president of the Niles Steel Tank Company. T. J. Short was president of The National Rawhide and Belting Company. The Reddick Hardware Company made wire potato scoop shovels and other wire gadgets. There were also the National Wire Cloth Company, The National Printing and Engraving Company, and the Kompass and Stoll Furniture Company.

When the proposition came up to move the county seat from Berrien Springs, Niles offered the county \$60,000 and a suitable site to have the county seat located in the city.

• • •

St. Joseph and St. Joseph Township

THE first white settlement at the mouth of the St. Joseph River was in the late 1820's. The place was first known as Saranac, then changed to Newburyport. Among the first to arrive at the place were August Newell, Benjamin Hoyt, Calvin Britain, Daniel Olds, A. S. Amudsen, John Whittenmyer, William Huff, Jehiel Enos, T. C. Abbe, Amos Farley, Pitt Brown, Calvin Bartlett, Fowler Preston, Robert Hollywood and Micajah Chauncey (the writer's grandfather).

The hamlet of Newburyport, a group of log buildings,

was located in the vicinity of the present Life Saving Station. At this time the river flowed around under the hill, and emptied into the lake about where the knitting mills were located. The government dredged a channel to straighten the river which caused a sand-blow to start, and eventually buried the hamlet of log buildings, after the inhabitants had moved to the opposite side of the river. The first building on the hill was the "Mansion House", a popular name for pioneer hotels. It mattered not of what material they were constructed—logs, boards or brick. The building was located about where the Whitcomb now stands. Daniel Olds was landlord of the Mansion House.

The first marriage at the mouth of the river took place in the Mansion House, when Pamela Ives became the wife of Calvin Bartlett. Justice of the Peace, Timothy Smith, performed the ceremony. A son born to the couple was the first white child born in the area, and who followed the life of a sailor for many years. He was still living on a farm at Dayton, at the turn of the century.

The pioneer settlers at the mouth of the river were interested either in shipping on the lake, or on the river. In fact all business at that time was dependent on shipping. Captain was a popular title; every vessel of any type either on the lake or river was headed by a captain. Some of the pioneer settlers were from the Atlantic seaboard towns, and were familiar with shipping on the salt water. Micajah Chauncey was a native of the old seaport town of Elizabeth City, North Carolina. Captain Langley was a native of Massachusetts, and a sailor on the ocean. After arriving at the mouth of the river

he first sailed the brig "Napoleon". Then he sailed the first propeller on the lakes, the "C. B. Bachus". He was a builder and part owner of several ships.

Calvin Britain became prominent in the affairs of St. Joseph, and later on in Benton Harbor. He was a member of the Legislative Council of the Territory in 1835, the first State Senator from the county, and Lieutenant Governor. He died in 1862.

Benjamin Hoyt, as stated before, was one of the first arrivals at the mouth of the river, and was connected with many of the early activities. He was merchant, banker and hotel operator. The Hoyt Bank was founded by him and he did an extensive banking business until the panic of 1873, which caused the failure of the bank, and the consequent loss of all his other property, leaving him a poor old man. In the meantime he had built the brick hotel—the "Hoyt House"—which was subsequently acquired by Thomas Walker, and the name changed to the "Lake View".

William Huff first engaged in the mercantile business in Newburyport, and later built and operated the "Perkins House" which was located on the present site of the Peoples State Bank. He was the first Supervisor of the township, and held office for several terms.

Fowler Preston, a native of Massachusetts, was the first contractor and builder in the place. He built the first jail in the county. It was constructed of hewn logs, and contained four cells. The overall cost was \$196.56. Mr. Preston served as village marshal, Supervisor of the township, and

County Sheriff. Governor Lewis Cass appointed him Captain of Militia in Michigan Territory.

Timothy Smith, one of the former teachers at Carey Mission, was prominently connected with the early development in the St. Joseph area. He was the first lighthouse keeper at New Buffalo. He, like many other men in the county, went to California during the Gold Rush of 1849.

The first to come, of what became one of St. Joseph's most prominent families, was twenty-one-year-old Nelson Napier, who was captain of a steamboat on the lakes. He followed his chosen vocation until the beautiful steamship "Alpena" went to the bottom of the lake off the shore of Holland, October 15, 1880, with Captain Napier, thirty passengers, and a crew of about the same number. Other Napiers followed in their father's footsteps, and met the same fate.

In 1834 Joseph Brewer came. He was captain of various river boats, among which was the famous "Davy Crockett". After he quit his boating career he became Justice of the Peace, and held the office thirty-six years.

Marvin C. Barnes came with his parents in 1834. For some years he followed the lakes, and was captain of several steamships. He was also connected with other enterprises. He was one of the partners in the streetcar line between St. Joseph and Benton Harbor.

Hiram Brown came as agent for a Rochester, New York grain company. He made the first shipment of wheat from the port of St. Joseph. In relating his impression of the place he said, "When I arrived in St. Joseph there were twenty-five families in the village. There were two warehouses, two

taverns, one a log building, four small stores and a sawmill. The only means of ingress or egress was on foot, horseback or by water. The vessels anchored outside the mouth of the river, and cargoes were lightered to and from the ships."

Deacon and McKaleb built the "Matilda Barney", at the mouth of the river. It was the first steamboat on the river. Other river steamers to follow were: the Pocahontas, Indiana, Algoma, Mishawaka, Niles and Michigan. Some of them were short-lived, one did not even complete the round trip. Some of the steamboats made a business of towing the keel boats up the river. At one time there were more than fifty of these boats operating.

In 1835 Dr. Tolman Wheeler came from Niles to St. Joseph. About the same time John K. Potter located there. The two men entered into partnership to conduct a forwarding and commission business. They acquired a line of vessels and did a large business. At one time they had twenty-five thousand barrels of flour and pork at the mouth of the river for shipment to Chicago and other ports. Mr. Potter was president of the village, regent of the University and postmaster.

Thomas Fitzgerald came to Newburyport in 1832. He was a native of the state of New York. His first job after arriving was as lighthouse-keeper. He had served in the War of 1812, and was severely wounded. He was the first attorney in the place, and was to occupy many prominent positions in the county and state. He was the first president of the village of St. Joseph. He was Supervisor of the township, member of the Legislature, bank commissioner, Judge of Probate and

United States Senator. In the meantime he had moved to Niles, where he died in 1855.

In 1836 S. J. Hubbard and Company, eastern capitalists, purchased a tract of land across the river in the vicinity of what is now Edgewater, and layed out a plat for a town on a grandiose scale. The plat revealed a courthouse, college, schoolhouse, theater and park. The town was to be known as North St. Joseph. It was one of the wildcat bank dreams and vanished after the collapse of the banks.

The Territorial Road terminated at St. Joseph in 1837. It was pretty much like the Chicago Road, following Indian trails much of the way and a road in name only. It was however, a great boon to the towns along the way from Detroit. This was especially true regarding the terminal town. Several stage lines were operating between Detroit and St. Joseph. Concord coaches drawn by four horses were arriving frequently with capacity loads of passengers, most of them continuing on by boat to Chicago, and the back country in Illinois and Wisconsin. One of the stage lines was operated by Chauncey and Axtell. They also operated a log tavern at the foot of State Street. Chauncey had operated a ship-chandlers store in Newburyport, and he was the owner of the brig "General Thornton".

After the government had improved the harbor to admit ships of all types to enter the mouth of the river, the water traffic increased rapidly. The first ships to enter the harbor were the Chicago and the Champion. E. B. Ward was captain of the latter vessel. The two ships were carrying passengers from the stagecoaches on to Chicago. In later years Captain

Ward became one of the great shipowners on the lakes, and one of the great lumber barons. At one time he was the wealthiest man in Detroit.

Ships were now entering the harbor with cargoes of merchandise direct from Buffalo, where it had been brought up the Hudson River, then over the Erie Canal from New York. The cargoes were transferred to keel boats for distribution to the towns in Southwestern Michigan and Northeastern Indiana. The General Thornton was one of the ships plying between the two ports. The St. Joseph River was one of the important waterways of the middle west at the time. A crew of twelve men pushed the keel boat up the river with long poles. It was a job only for men with strong backs and stout hearts. There was a time when more wheat and flour was shipped from the port of St. Joseph than from the port of Chicago.

The keel boats were floating down the river loaded with the products of the forest and farms in the St. Joseph Valley. The St. Joseph Valley was practically the only source of supply for Chicago, for food, fuel and building material. On the other hand, Chicago was practically the only market for the products of the forest and farm in the St. Joseph Valley.

After Michigan was admitted as a state in 1837, extensive plans were inaugurated for internal improvements. Three railway lines were to cross the state. One of them was to terminate at St. Joseph. Quite naturally when the news of the proposed project reached the village it created considerable excitement in the place. Of course the first effect of the news

was the boosting of real estate prices. As time went on lots were advanced to two thousand dollars.

An organization of businessmen was a sort of Chamber of Commerce, operating in reverse. Instead of trying to attract new business to the village they made it unpleasant for anyone contemplating engaging in business in the village that would compete with an established line in the village.

The railroads were being financed by the state. When the Michigan Central reached Kalamazoo, the state had become involved in financial difficulties, and the road was sold to a group of Boston capitalists, and they changed the terminal to New Buffalo. It was a blow to St. Joseph. The price of real estate dropped almost to zero. The progressive business men went to other places to engage in business. By the early 1850's the population had dwindled to some seven hundred people, and the grass was growing in the streets of the village. Some left to engage in farming, among them was Micajah Chauncey, who with his son and daughter moved across the river where he purchased the southwest quarter of section nineteen in Benton Township. The old home is still standing on the corner of Colfax and Kline. It is probably the oldest home in Benton Harbor.

In November, 1849, father left his farm home, bound for California, by the way of the Isthmus of Panama. He arrived in San Francisco the following April. In 1852 grandfather followed, and was drowned in a shipwreck on the Pacific. The son-in-law, Captain John Kline, and the daughter lived in the home. Father did not return to the county until the closing days of the Civil War. In the meantime the village of

Benton Harbor (Bungtown), had started on the "flats", among the sand dunes and frog ponds. There was no natural reason for there ever being a Benton Harbor, while St. Joseph had every natural reason for being one of the largest cities on Lake Michigan—a most sightly location on a peninsula, the beautiful lake on one side, and the scenic "St. Joe" on the other side. It had one of the best harbors on the lake, and a navigable river for a hundred miles.

In 1868 Charles Kruger erected a four-story brick hotel on the present site of the Hotel Whitcomb. It was known as the "St. Charles Hotel". It proved to be a "white elephant" for nearly a quarter century until it was leased by Alonzo Vincent and his son-in-law, C. E. Blake. Later on Mr. Vincent purchased the property and changed the name to the "Hotel Whitcomb". The hotel became a popular over-night stopping place for commercial travelers who made their plans to reach the Whitcomb in the evening.

By 1860 St. Joseph was starting to make a "come-back." The population increased to more than three thousand at the time of the panic of 1873. In 1871 the Chicago and Michigan Lake Shore Railroad was completed from New Buffalo to St. Joseph. (C. & M.L.S. R.R.) The road made connections with the Michigan Central at New Buffalo. The first rolling stock consisted of a one-coach passenger train and a freight train with several box and flat cars, making daily round trips. There were seven stops along the line for passengers. The road was a great boon for the people in the western part of the county. To them it was more important than the great Chesapeake and Ohio road is to the people today.

The Nineteenth Century was yet the age of wood, and practically all of the manufacturing were wooden products. Fruit packages, crates and barrels were the principal products manufactured.

In 1878 the Morrison Tub and Pail factory was built for the manufacture of wooden tubs, pails and washboards. And a plastic pail made from straw pulp was the first of its kind. The company did an extensive business throughout the middle west, until the mill was destroyed by fire and was not rebuilt.

The Wells-Higman Company, The Colby-Hinkley and the Thayer Company were principal manufacturers of fruit packages. The Wells-Higman Company had branch factories in Tennessee and Alabama. They also had large tracts of timber in Northern Michigan and Alabama.

The Truscott Boat Company was organized in 1892. The factory turned out beautiful jobs in yachts and small boats. The products of the factory were shipped to many places in the United States, and some overseas countries. It was one of the largest organizations of the kind in the country.

In 1878 Cooper and Sons built the first knitting mill, and in 1889 the concern was incorporated as the Cooper-Wells Knitting Mills, A. W. Wells, president. Some four hundred people were employed, most of them being women. The children's stockings were marketed under the brand name of "Iron Clad". It was the largest knitting mill in the west. Among the employees the mill was known as the "Sock Foundry".

A. B. Morse and M. J. Beckett opened a small print shop in 1844. They printed some of the catalogs for the first nurs-

erymen in the Bridgman area. The little shop was destined to grow into one of St. Joseph's most important industries.

The only metal working plant of any consequence was the St. Joseph Iron Works (now St. Joseph Machines), established in the 1870's by Edward Hatch. The principal products of the plant were wood-working machines for the fruit package manufacturers.

The Union Banking Company was organized in 1882. Francis Jordan was president, and his son Orville, cashier. The bank was still a going concern at the close of the century.

In 1893 the Commercial National Bank was organized. It was a great success from the beginning. James Ball was president, M. W. Stock vice-president, and A. N. Reese, cashier. President Ball was a colorful character and quite a showman. He lived on a fruit farm on the Lake Shore Drive. He posed as a dirt farmer and came to the bank with his trousers tucked in the top of his boots, all of which made quite a hit with the rural folks. The lobby floor was covered with soil from various parts of the county. Up to the time of the opening of the Commercial National, banks in the county had been sort of exclusive clubs where the "common herd" did not intrude. It was the first opportunity for the writer to see what the inside of a bank looked like.

In the closing decade of the century an institution was organized that has performed a wonderful service for many years — The Michigan Children's Home. The initial donors to the home were Mrs. Henry Chapin of Niles, Burton Jarvis of Buchanan, and Judge Benjamin Fish of Niles. The first president was Willis Cooper. Dr. Amos Barlow was ap-

pointed superintendent, a position he held for many years. He was largely responsible for the early success of the home.

“When the bumblebee sips, and the clover is red,
And the zephyrs come laden with peachblow perfumes,
When the thistle-down pauses in search of a rose,
And the myrtle and woodbine and wild ivy grows,
When the cat-bird pipes up and it seems most divine
Off there in the branches of some lonely pine,
Oh, give me the spot that I once used to know
By the side of the placid old river St. Joe.

“When the tall grasses nod at the close of the day,
And the sycamore’s shadow is stealing away—
When the whippoorwill chants from a distant limb,
Just as if the whole business was all made for him,
Oh! it’s now that my thoughts, flying back on the wings
Of the rail and the die-away song that he sings,
Brings tears to my eyes that drip off into rhyme
And I live once again in the old summer time,
For my soul, it seems caught in old times under-tow,
And I am floating away down the river St. Joe.”

Ben F. King, Jr.

“St. Joe” people claimed Ben King as their own beloved poet. However, all the people in the county joined in their love for the popular poet.

Wolfs Prairie, Berrien and Oronoko Townships

THE place was first known as Wolfs Prairie, then as Berrien, and in later years the springs were added and henceforth called Berrien Springs. The prairie contained about one thousand acres, and the *only* prairie fully within the county.

In 1830 George Kimmel and his son-in-law, Francis B. Murdock, came from Pennsylvania to the prairie. Murdock became the first practicing lawyer in the county. He was appointed Judge of Probate in 1833. Two years later he left the county. His son George, Jr. became a major in the Civil War. After he returned from the war he was County Clerk for three terms. Mr. Kimmel acquired two thousand acres of land, part of which was on Wolfs Prairie. He built the first sawmill in the place which was located on Lemon Creek. He became the most extensive landowner in the county for that period. Mr. Kimmel was the father of four daughters, to each of whom he gave a valuable farm. A son-in-law, Doctor Phillip Kephart, a practicing physician, was one of the village's most prominent citizens, and was the first president of the village. He engaged in the mercantile business and continued until the time of his death.

George Graham, the first of the line of Graham families, purchased a tract of land adjoining the village, and from time to time added to it until he owned five hundred acres. Brother James, a prominent merchant in the village, was a leading Republican in the county and was president of the village, Sheriff of the county, and a member of the State Legislature.

Pitt Brown built the first hotel, which was a log building located below the hill. The first hotel on the hill was built

by John De Field. It was known as the De Field House, and was a popular stopping place for many years while the county seat was located in Berrien. In 1837 the county seat was moved from St. Joseph to Berrien, where a courthouse and jail were built. The county seat was quite a boon for the village during the sessions of court, as the meetings of the board of supervisors and other business transacted at the court house, increased the population of the village materially. About the only way to reach the county seat was by stage coach from Niles or St. Joseph.

T. L. Wilkinson, a cabinet maker, came in 1840. He built a small furniture shop. A son, T. L. Wilkinson, Jr., together with Roscoe D. Dix, opened a real estate and abstract office in 1876, and in 1890 they established the Berrien Exchange Bank. Mr. Dix was a veteran of the Civil War. He served in the famous Second Michigan Regiment which participated in many of the great battles of the war. In 1863 he was severely wounded in the Siege of Knoxville. On recovering, he returned to his home in Berrien. The following year he was elected Register of Deeds, serving five terms, and then served two terms as Auditor General. He was appointed commissioner of the State land office and served two terms.

The beginning of a notable settlement in Oronoko Township occurred in the 1830's, when a few families migrated from Pennsylvania. They were headed by Joshua Feather. The families were the Freeds, Lemons, Sommers and Joseph Feather. They formed the nucleus around which other families from the same state gathered. The Hammers, Stovers, Ewalts, Shunkwilers, Fleishers, and Stemms and Stor-

ricks. Joshua Feather was the father of what was known as the "Feather Settlement". The family name in Pennsylvania was "Vedder", but after coming to Michigan the name was corrupted and changed to Feather.

The site of the Feather Settlement was one of the most favorable and fertile sections in the county. It was heavily wooded with whitewood, oak, black walnut, beech, maple and other hard woods. The Feather Settlement down through the years has been one of the most prosperous communities in the county. The Pennsylvania Germans had a language all their own. It was a mixture of German and English, and for some of them it was the only language they could speak when they arrived in Berrien County. They were a prolific group, and the county became pretty well saturated with their offspring. They contributed much to the culture and prosperity of the county.

Joshua Feather became one of the wealthiest farmers in the county during the century. In later years he devoted his time to loaning money on farms, and collecting interest on the loans. He was quite deaf, and had one of the earliest hearing aids. It was a sort of miniature telephone which he carried in his coat pocket.

In another part of the township was the Helmick Settlement. Jesse Helmick came from Ohio on horseback in 1835. He was a blacksmith by trade and he combined his trade with farming. He was Supervisor of Oronoko Township for one term, and was appointed one of the associate judges for the county. From then on he was known as Judge Helmick. Because of his coming, the Helmicks became quite numerous,

and were one of the most respected family groups in the county.

Berrien finally got a railroad in the 1870's, a narrow gauge railroad being built from the village to Buchanan. It followed the river bank much of the way, and was known as the St. Joseph Valley Railroad, but better known as the "Punkin Vine". The builder went broke and the Punkin Vine withered. As an example of wages at the time, the writer's father had a team working on the grade. He paid the driver seventy-five cents a day, and he received \$2.50 a day for the team and man, working ten hours. Some years later the Punkin Vine was taken over by a new organization, changed to a standard gauge, and extended to Benton Harbor. The name was changed to the Milwaukee, Benton Harbor and Columbus (M., B.H. & C.)—"Many bumps, humps and crooks".

. . .

Bertrand and Bertrand Township

THE township was named after the fur trader, Joseph Bertrand. The French or Indian name for the place was *Parc-aux-vaches*, meaning cow pasture, so named because it was supposed to be the gathering place for the herds of buffalo that roamed through the forest before white men came.

David Garnsey, one of the surveyors on the Chicago Road, conceived the idea of a village at the site of the abandoned trading post. With six other men, a stock company was organized. A plat on a large scale was laid out for the future city, containing twelve hundred lots. The western limits was

along the St. Joseph River. The streets were named after presidents and other famous men of the time. The preliminary work was completed in 1836. Meanwhile the development had been publicized and many lots sold. Several stores opened as soon as buildings could be erected. A large warehouse was built. Homes were built of any materials available. The most imposing structure was the four story Steamboat Hotel located on the bank of the St. Joseph River.

There were more than a thousand people in the village. The lots were boosted to fabulous prices. There were seven stores and the usual number of shops in the pioneer towns. Finally the bubble burst and the venture collapsed—(another wildcat bank dream). The residents moved away as fast as new locations could be found. Many went to Niles where lots were reasonably priced. Buildings were torn down and the material used to rebuild in other places. The hotel was wrecked and the material moved to Berrien. The Chicago Road was relocated to pass through Niles.

The leader in the Bertrand bubble, John Barbour, was a grasping speculator. After the Bertrand fiasco he bought up all the salt in the St. Joseph Valley, stored it in a warehouse and boosted the price to ten dollars a barrel.

Buchanan and Buchanan Township

SETTLEMENT in Buchanan did not take place as early as at other locations along the St. Joseph River, because the last treaty was not concluded with the Potawatomis until 1833. The site on which Buchanan is located was within this territory.

The first settler on the site was Charles Cowels, who built a shingle mill. John Hatfield and Russell McCoy arrived about the same time. Each of them built sawmills on McCoy Creek. Hiram Wray was a partner in the sawmills. McCoy at various times was a farmer, merchant, hotelkeeper, as well as sawmill operator. In the 1850's he purchased a large tract of land on Clear Lake, and built a steam sawmill.

Andrew C. Day came in 1836, and together with John Hamilton, erected the first gristmill on McCoy Creek. Later on he engaged in the mercantile business. In 1875 he, with the two Rough brothers, William and Solomon, started to manufacture wagons. It became one of the leading industries in the county during the Nineteenth Century. Some seventy-five men were employed, and the annual output was fifteen hundred wagons. Rough Brothers wagons were known for the quality of material and workmanship. Only the best seasoned hickory, ash, oak and whitewood were used, and the several woods came from the nearby forest.

Joseph Coveny, a native of Ireland, came to Buchanan Township in 1835. He acquired some six hundred acres of choice land in the township, and was one of the more well-to-do men in the community. He was very helpful to the pioneer

settlers, some of whom found it extremely difficult to provide food for the family, until land could be cleared on which to grow crops. Mr. Coveny spent considerable of his time during the winter tramping through the forest carrying food to some needy family. Mr. Coveny was a Freethinker. He had a handsome monument erected in the Buchanan Cemetery, costing three thousand dollars. The carving on the stone depicted his philosophy of life, which did not meet with the approval of the orthodox believer. The monument was badly desecrated by chipping, and the stains of tobacco juice that was squirted on it.

Among the prominent men to arrive later on were William Bainton, George Richards, Charles Black and H. S. Black. Mr. Bainton erected a flour mill, known as the Bainton Mills. He was also a member of the company that built the factory for making zinc collar pads. Probably few people today know what the pads were used for. They were attached to the top of a horse collar to prevent chaffing the neck. The poor dumb brutes suffered terribly from chaffing. The top of the neck would resemble a piece of raw beef.

The first furniture factory was erected in Buchanan by Willard and Black.

William Pears, together with the Rough brothers, built a large flour mill. Subsequently Mr. Pears became the sole owner of the mill, which did an extensive business.

In 1841 L. P. Alexander came to Buchanan. He was a carpenter, and worked at his trade. Later on, with George Clark, he engaged in the general merchandise business. Mr. Alexander was elected Supervisor of the township and served six

years. After an interval of a few years he was again elected to the same office, and served another six years. He was a member of the State Legislature, a member of the State Senate, a delegate to the State Constitutional Convention in 1867, and postmaster for several years. Quite naturally he was a Republican at the time, and a leader in the party.

Among the prominent professional men in Buchanan, was J. J. Van Riper, an able lawyer, who, during the years, built up an extensive practice. He held many important offices in the county and state. He served four years as Judge of Probate, was Attorney General of the state for four years, Regent of the University of Michigan six years, and a delegate to the State Constitutional Convention in 1867.

During the last quarter of the century Buchanan was merging from a farmers' trading center to an industrial center. A number of new industries located in the town, among which was the Buchanan Cabinet Company, the largest organization in the village up to the time. The company was composed of John E. Barnes, Alfred Richards and W. S. Wells.

The Lee and Porter Company were manufacturers of steel axles for wagons and carriages. They also made wire wheels for certain vehicles. Their sales extended to distant lands, as far as South Africa and New Zealand. The Buchanan Windmill Company did an extensive business. Windmills were a new source of power to pump water from the deep wells which were replacing the open well with the hand pump or bucket. The George Rich Company made machine tools, chucks, drills, and drill presses. Last but not least, a

coffin factory was built which was a going industry in the century. It was said that Buchanan contained more churches in relation to population than any other town in the county.

• • •

The Millburg Area

Bainbridge, Watervliet, Coloma and Hagar Townships

LUMBERING became big business in Berrien County after the turn of the half century. However, the first large scale operations started in the north end of the county in the 1830's, when Smith and Merrick, lumbermen from Maine, purchased large tracts of land in the Millburg area. A representative for the firm came to the county, bringing with him a group of woodsmen. They built a steam sawmill. The following year the firm sent thirty Frenchmen under a foreman by the name of Moffitt. Then the slaughter of the forests in the county was started.

Millburg was the first settlement in the county on the east side of the river. The village was platted in 1835, and Jacob Enos was the first resident in the village. (Mr. Enos was one of the surveyors in laying out the Territorial Road.) Stage coaches made regular stops in the village. A post office was established in 1836. A gristmill and sawmill were built on the little stream that flowed through the village. Hence the name Millburg.

The village made quite a rapid growth. A hotel was built and several stores opened. Millburg was located on the line between Bainbridge and Benton Townships. The first school-

house in the township was located in Millburg. Two miles west of the village was Ben Johnson's blacksmith shop which served a large area. Three miles east was the famous Pinney's Hotel, where the first stop for change of horses on the stage coaches out from St. Joseph took place. Frequent changes of horses was necessary due to the intolerable roads.

In 1848 Smith and Merrick sold the mill to Mr. Swain. The property changed hands several times. In the meantime a flood washed out the dam. Finally the property was acquired by Parsons and Baldwin, and the capacity of the mill greatly increased.

Watervliet Township included what later on became Coloma Township. The first store in what was known as "Shingle Diggings" was opened by Isaac Moffitt. The name became more sophisticated and was known as "Dickerville", and finally the simple name of Coloma. Jacob Davis built a sawmill and shinglemill in the place. A dam across the Paw Paw River was begun, but for some reason was not completed. The project was started by Griffith, Hoyt and Hatch, St. Joseph men.

A shingle mill was built by Levi Ballenger to produce shingles for the St. Joseph market. In 1834 a young man by the name of Gilson, while on his way to Illinois from the state of New York, learned that Ballenger wanted a shingle maker. The two men entered into partnership. The following year Gilson returned to New York for his family. On returning to Shingle Diggings he went into the shingle business on his own account, and employed several shingle makers.

The shingles were rafted down the Paw Paw River to St. Joseph.

The first doctors to locate in the community, were Crawford, Wheeler, Baker and Marvin. Dr. Marvin became the oldest practicing physician in the county. Dr. Baker was Supervisor of the township, member of the State Legislature, and one of the promoters of the Paw Paw Lake Railroad.

Asa Bishop, with his wife and eleven children, came to the community. He was followed by Simeon Brant, a native of Massachusetts, who also had a wife and eleven children. He was the pioneer of the famous Brant clan that became numerous in the county during the century. Following in his father's footsteps, son Nathan also became the father of eleven children. Eleven children to a couple seemed to be a popular quota in the north end of the county. Edward Brant, like many other pioneers, came up the hard way. By thrift and hard work he acquired several hundred acres of timberland. He was one of the largest lumbermen in the county during the last quarter of the century. He moved to Benton Harbor and built the Hotel Benton. The hotel was operated by a son-in-law, Fred B. Collins. For more than a quarter century it was one of the most popular hotels in the county. In later years Fred B. Collins was Sheriff of the county.

One of the most notable groups to arrive in the county during the century was a colony of some thirty families who came direct from the "Fatherland" to the Millburg area. They were attracted to the place by an advertisement of Smith and Merrick in a German newspaper, listing their cut-over lands for sale, in the Millburg area. Among the families in

the colony were Kneibes, Schaus, Butzbach, Friday, Krieger, Arney, Weber, Herman, Arnt, Dukesherer, Mosher, Scherer and Humphrey. The colony was known as the "Dutch Settlement". However, they were not Dutch, but natives of Germany. The colony was a prolific group. As time went on the county became pretty well saturated with their offspring. No one group of people ever contributed more to the advancement of the county during the last half of the century than the members and their descendants of the so-called Dutch Settlement.

Saturday was shopping day for the old boys in the settlement. They would leave home early in the morning with butter, eggs and other farm produce loaded in the ox-drawn wagons bound for St. Joseph. After disposing of their produce in exchange for the needed supplies, and quaffing a few steins of amber brew, they would head the oxen homeward, lie down on the bottom of the wagon box, and probably dream of boyhood days in the Fatherland, while the oxen slowly wended their way over the Territorial Road toward home.

The first bank in Coloma was established by Ball and Son, late in the century.

W. E. Syms and George S. Dudley came from Holyoke, Massachusetts, and built the paper mill in Watervliet, for the manufacture of high-grade book paper. The mill did not prove to be a successful venture and operation was practically suspended at the close of the century.

New Buffalo and New Buffalo Township

NEW BUFFALO TOWNSHIP included the territory that later on was set off as Chikaming and Three Oaks Townships.

In the late fall of 1834, during a violent storm, a small schooner was beached at the mouth of a small creek in the extreme southwestern part of Berrien County. Captain Whittaker and his crew made their way to Michigan City, the nearest habitation, where they secured passage on a sailing vessel bound for St. Joseph. After reporting the loss of the vessel, he visited the land office and entered a tract of land at the site where the vessel was wrecked. Whittaker was impressed with the site as a possible location for a harbor. He then returned to Buffalo, New York, where he expatiated to the owners of the schooner, Jacob A. Barker and Nelson Willard, on the possibilities for a harbor on Lake Michigan, and platting a town at the mouth of the Galien River. He sold them an undivided half interest in the property for thirteen thousand dollars.

The three men, together with T. A. Clough, William Hammond and Henry Bishop, left Buffalo on March 18, 1835, on the overland journey to the mouth of the Galien River. They stopped at Niles to secure the services of a surveyor to lay out the plat that was to be known as New Buffalo. They were on the way about three weeks. The plat for the village was laid out on a grandiose scale. It covered about a section and a half—nearly one thousand acres. The lots were priced from \$150 to \$1,000. Willard owned seventy-

nine lots which were appraised at \$29,500. There was a rush of prospective buyers for lots, which changed hands frequently. Hotels and homes were built, and stores opened as fast as buildings could be erected.

In the fall of 1837 The Virginia Land Company, composed of a dozen men living in La Porte, purchased a large tract of land and divided it into blocks. Joshua Brown was resident agent for the company. Lieutenant Berrien and Lieutenant Rose were sent to make a survey for a harbor. A lighthouse was built in 1839. It was a boom town until the crash of the Wildcat Banks, following which the price of lots dropped to \$5.00 to \$25.00, but there were no buyers. By the winter of 1842-43 there were only two families living in the village—Jacob Gerrish and Russell Goodrich. Practically all of the Virginia Land Company holdings reverted back to the original owners.

About 1844 George W. Allen of La Porte, purchased the interests of Barker and Willard. He built a large four-story grain warehouse, hoping to make New Buffalo a shipping port for Indiana grain, but the venture was a failure.

After the terminus of the Michigan Central was changed from St. Joseph to New Buffalo, another boom was started in the village. The price of lots was boosted to \$100 to \$500. The railroad reached New Buffalo late in 1849. To comply with the contract between the company and the state that the terminus of the road should be at Lake Michigan, the company constructed a temporary harbor, and steamboats carried the passengers across the lake to Chicago.

There was much excitement in the village. There was no

mistake now that New Buffalo would be one of the great cities on Lake Michigan. Then something happened. In the spring construction on the Michigan Central started on around the lake, and in 1852 the road reached Chicago, the permanent terminal. This was the last straw for New Buffalo. For many years it was just a dot on the map, like other little hamlets in the county.

• • •

New Troy and Weesaw Township

WEESAW TOWNSHIP was named after the great Potawatomi War Chief. The township was organized in 1837. Much of the area was covered with a dense forest of hardwood, including the black walnut and whitewood. The Galien River provided water power for the early day sawmills and gristmills.

Among the pioneer settlers were Joseph Ames, Ezra Stoner, Sidney Ford, Timothy Alkins, and the three Gould brothers. In 1836 Soloman and Hiram Gould built a sawmill on the present site of New Troy, which was known as the North Mill. During the same year Nelson Willard, Joseph Ames and Ezra Stoner purchased a half interest from the Goulds of their holdings, and built a mill on the south side of the river, which was known as the South Mill. The village of New Troy was platted and the lots apportioned between the two organizations. Later on the entire projects were abandoned, and the proprietors moved away.

There followed in later years long litigation regarding the

title to the property, which was not settled until the property was purchased by Ambros and Thomas Morley in 1853. They erected a new sawmill on the site of the former Gould mill. A few years later the Morley's built the flour mill that has been famous in Southern Berrien County for nearly a century. In 1891 the mill was converted from the old stone process to the modern roller mill system. It was the writer's good fortune to have been acquainted with the three generations of the Morleys. In the early 1880's he took grain to the mill, to be ground for family use, and for stock feed. A lot of nice things could be said about the fine family, but as this article is supposed to cover only Nineteenth Century activities in the county, it will have to be deferred to some later date.

One of the early settlers was Pitt Pierce. He owned a large tract of land east of New Troy, some of which is now the Stahelin farms. Among the timber were the towering whitewood and great black walnut. The writer recalls when some of the great trees were being cut down. The logs were hauled on sleds over the Troy Ridge road to what is now known as Snow Road, then west to California School, then north to Bridgman, where the logs were loaded on flat cars to be shipped to the Grand Rapids furniture factories. Some of the logs were nearly four feet in diameter, and one log made a sled load. It was great sport for the kids to hop on the sleighs and ride a quarter mile or so, then walk back. The walnut stumps were dug up later on and shipped to the furniture factories. The burl made beautiful veneer. Arnold Pierce, a son of Pitt Pierce, was one of New Troy's leading merchants for many years. He wrote articles for the weekly

newspapers in the county, under the *nom-de-plume* of "The Scribe".

Brothers Comfort and Union Pennell came from the state of New York in 1849. They were active in the affairs of the community. Union Pennell was Treasurer of the township, and Justice of the Peace for a long period. Another member of the family, B. F. Pennell, was Supervisor of the township seven years, and County Treasurer for eight years.

Another early settlement in Weesaw Township was about three miles east of New Troy. It became known as Hills Corners, after Alpheus Hill entered a tract of land at the place. A post office was established, and a general store opened. A son, Edward Hill, opened the first store in New Troy. The Hill family have been prominent in the affairs of the township down through the years.

One of the most notable of all of the institutions in New Troy was the "Center of the World" store. It was founded by a unique character, Hozea Tirrell in the early days of the village. Along with the operation of the store, Mr. Tirrell was postmaster of the village. He carried the mail to and from Troy Station (Sawyer), every weekday with an old gray horse hitched to a buckboard. The mail had to go regardless of the weather—sunshine or showers, winter blizzards or summer heat. The buckboard afforded no protection from the elements.

The store was stocked with everything from pins and needles to log chains and cross-cut saws. The saying was—"If you cannot find it at the Center of the World, seek no farther." Mr. Tirrell was also a harness maker, and while

mending harnesses he discussed science, religion and politics with his patrons. Although his was a busy life, he and his good wife took time out to raise an admirable family. Mr. Tirrell was asked why he called his emporium the Center of the World, and his reply was wherever one is standing, that is the center of the world. Strange as it may seem, this ancient little building has been occupied continually as a store down through the years.

In the early days of New Troy a small colony arrived at the place from Brockton, Massachusetts, the shoe manufacturing center. They had planned to start a co-operative boot and shoe factory in New Troy, but the project failed to materialize. They were a cultured group, having had the opportunity to obtain a formal education in the eastern schools and colleges. They had much to do with the educational program in the early days of New Troy.

New Troy was one of the most progressive little trading centers in the county. There were several stores, a blacksmith and wagon shop and a cooper shop. The Morley Mill was the great drawing card. Farmers came from miles distant with wheat, rye, corn and buckwheat to be converted into flour for the family and feed for the live stock. The school, first a ten-grade, later became a twelve-grade high school. It was one of the first three or four high schools in the county. Probably in no other place in the state at that time was there a high school in so small a community as New Troy. Many of the rural teachers in the south end of the county were graduates of the school. The youngest man to ever have served as clerk of the county, Herbert Potter, was a graduate of the school. He

later on studied for the ministry, and was pastor of a Paw Paw church for many years. The campaign slogan was "Elect the Boy from Weesaw". Some of the other graduates from the old building were Otis Wirth, Mrs. John Woods, Dean Morley, Bert Keith, John Ludlum, George Daniels, Mrs. Daniels, and their son Frank Daniels, now one of Benton Harbor's beloved citizens.

One of the tragic events in the county during the century occurred in New Troy, when two teen-age girls, while bathing with their mother in the Galien River, stepped into a hole and disappeared. The bodies were recovered down stream. They were the daughters of Charles and Katherine Smith. It was a terrible blow to the parents. The mother nearly lost her mind. The one remaining daughter was a graduate of the New Troy School, and a teacher in the rural schools. The father was proprietor of the largest general store in New Troy, and one of the leading general stores in the county at the time. The mother was a cousin of the writer of this article. It is true that misfortunes do not come single handed. The Smith store was destroyed by fire not long after the tragedy. The family then moved to Kansas.

Lake Township, Charlottville and Bridgman

LAKE TOWNSHIP was originally part of Oronoko Township, and embraced what is now Baroda Township.

The first election took place in April, 1846, at the home of Benjamin Lemon, one of the earliest settlers. Eighteen votes were cast, and Bradley Pennell was elected Supervisor.

The forest west of the "Big Meadows" and extending to the lake, was a favorite habitat for deer. A famous hunter in the region, Dave Smith, killed some sixty deer one winter.

Lake Township was rightly named as much of it was shallow lakes or swamps, especially in the western part. In the early 1850's three men in Berrien formed a partnership—George W. Bridgman, Warren and Charles Howe. They came to the western part of the township and built a steam sawmill about where Lake Street and U.S. 12 now intersect. Then they built a pier at the lake, and a steam tram railroad leading through a tunnel from the pier to the mill, and on east into the forest several miles. The mill was one of the largest in the county. The daily production was 25,000 feet of lumber. The overall cost of the mill, pier and railroad was \$90,000, a big investment at the time.

Quite a settlement sprung up in the mill area. The buildings were better than in the usual lumber-mill hamlets. There was the company store, the De Field's boarding house, and the Odd Fellows building. (The building is now one of the eyesores in Bridgman.) The Odd Fellows Lodge was one of the first to be organized in the county. A post office was established. Sarah Bridgman, wife of Geo. W. Bridgman,

was the first to be appointed to the office, and the office was in the home. The hamlet was named Charlottville in honor of Charlotte Howe. In 1863 the mill was destroyed by fire. The mill was rebuilt, and it was also burned. Again it was rebuilt and after it burned the company went into bankruptcy. Later on two small mills were built on the same site, and they too, were destroyed by fire.

John Painter built a pier two miles south of the Charlottville pier, also a sawmill in the vicinity of the present Valerius gardens. There were the usual group of employee shacks and the company store. The place was known as Painterville.

Then south from Painterville pier at the extreme south line of the township were two piers—one known as Brown's pier and the other Fuller's pier. A horse railroad ran from the piers out through the forest to Oak Grove settlement, the home of Hon. Alonzo Sherwood, and the site of one of the larger sawmills. Mr. Sherwood was one of the prominent leaders in the Republican Party, and a one time State Representative. Smaller sawmills were scattered at various places in the township. Among the early mill operators were Hiram Mead, Henry W. Whipple, Benjamin Lemon, Mord Price and Elijah Maderias who came from Canada and operated several mills in the area, one of which was located on the present site of Navajo Post tavern.

In the fall of 1871 when much of Chicago was destroyed by fire, and forest fires were raging through the cut-over lands in Michigan and Wisconsin, fires were also destroying timber and burning mills in Berrien County. The before-mentioned Maderias mill and employee shacks were burned, and the in-

habitants were trapped by surrounding fire. They escaped by loading the families in lumber wagons and covering both people and horses with wet blankets, then racing the horses through the flames of what is now North Church Street in Bridgman. Among the group were Henry Chapman and his wife Almeda. Mr. Chapman had come from Canada as book-keeper for the Maderias mills. The Chapmans will be remembered by some of the old-timers as operators of the large general store in Bridgman.

In 1855 John Nixon came from Berrien and located on a large tract of land in Lake Township. In the late 1870's he built a large brick home, the first brick building in the township. He and his wife became the parents of quite a large family, several of whom died of consumption (T.B.) on reaching adulthood. The father and mother lived to a ripe old age. Mr. Nixon was Supervisor of the township and one of the more prosperous farmers of the time. He came from North Carolina to St. Joseph as a young man, and was one of the stage drivers for Chauncey and Axtell.

The most prosperous farmer and largest landowner in the township was Isaac Hathaway, who at one time owned several hundred acres in what is known as the Hathaway School district. The Hathaways lived in a large two-story colonial home, about a half-mile south of the school. They did not have any children but every day was open house to nieces, nephews and other young people of the neighborhood. It was sort of a community center for them to hold their parties and dances. Mr. Hathaway did not get into the sawmill business. He was wise, and sold his timber to the sawmill operators.

Strange as it may seem, there was not a sawmill operator in the area who ever accumulated any wealth. Mr. Hathaway wore a long red beard, and he had a temper that goes with red hair, and he could use some pretty strong language on occasions. He was however, a very likable person, a good neighbor, and helped many of the pioneers when they were in need of a little financial assistance. Adelia Hathaway was a most lovable woman. The colonial mansion was destroyed by fire in the early 1890's and the Hathaways moved to Chicago, where they remained until they passed on.

One of the most prominent families in the community during the last half of the century were the Whittens. Not long after the big lumber mill was established, a tannery was located on the nearby stream by Joshua and David Whitten. The stream was then named Tannery Creek. Joshua Whitten was a cabinetmaker. He built the best home in Charlottesville. Then after the village of Bridgman was started, he purchased the thirty acres that is now Maplewood addition, and built a large home on the property—(now the Dr. Pegenau home). He also built a small cabinet shop.

Mr. Whitten was the first fruit grower in the Bridgman area. The thirty acres were pretty well all planted to the various varieties of trees and small fruit. He worked at his trade during the winter and on rainy days. While Mrs. Whitten and the family were attending Sunday school and church, Joshua may have been found either in a back field hoeing, or in his shop making coffins, which was the principal job for a cabinetmaker at the time. There were few dull moments for Joshua. After all, Mr. Whitten was a good citizen, good

neighbor, a kind father and husband, also a good provider. The children had the opportunity to obtain a high school education, and one of the boys became a college professor.

In the late 1870's Charles Ackerman came with his wife and son Frank L. from the state of New York. He was a blacksmith, and opened a shop in Bridgman. He built the home that is now occupied by Mrs. Busse. He became a member of the Congregational Church soon after the building was erected. Mr. Ackerman was one of the finest men the writer ever had the good fortune to become acquainted with. While farm tools were being repaired or horses shod, the the boy enjoyed visiting with Mr. Ackerman. He seemed to speak a language a boy could understand.

Frank L. Ackerman married Sarah Bridgman, one of the most popular girls in the community. Four boys were born to the couple, one of whom was Robert. Frank Ackerman was a traveling salesman for some years. He was one of the first four men to engage in the nursery business in the Bridgman area during the Nineteenth Century.

George W. Bridgman was a director in the company that built the Chicago and Michigan Lake Shore Railroad from New Buffalo to St. Joseph in 1870. He gave the land on which the depot was built, and he also laid out a plat for a village which he named Bridgman.

When the writer came to the Bridgman area as a small boy in 1876, it was one of the most God-forsaken places in the county. The Colby-Hinkley Stave and Heading Mill was located on the present site of the fruit market. On the site now occupied by the bank and bakery was the famous old

"Beehive", a three story barracks. Words cannot describe the structure. Much of the material in the building was from wrecked buildings in Charlottesville. It was occupied at various times as a hotel or apartments. The one new business building was vacant, there were three or four comparatively good homes. Some of the buildings were moved from Charlottesville, among them being the Odd Fellow building. The one-room school building was located where the Pauline Kubrecht home now stands.

There were yet no churches. There was not much change until 1890 when H. N. Chapman purchased the Weed building, and built additions, nearly doubling the floor space. He also built a large warehouse. In May he moved his stock of merchandise from the old barracks he had occupied on the opposite side of the street to the new location. The stock was materially increased and the store opened with one of the most complete stocks of general merchandise in the county. In this store is where the writer started on his mercantile career. It was on the seventh day of April, 1890. He was known as the "barnyard clerk". (A title for a new clerk in a country store.) The title was very appropriate as he had a horse to care for, a cow to milk, and pigs to feed. Also there were three acres of land in connection with the store to be farmed.

The first two years most of the clerking experience was outside the store, except on rainy days and three hours in the evening. All of the merchandise came by rail and had to be hauled from the freight house to the store. It was real manual labor—barrels of sugar, molasses, kerosene oil, salt

and salt pork, boxes and bails of hardware, great wooden cases of dry goods weighing several hundred pounds, flour and bags of stock feed. The one day he looked forward to was every two weeks when, with the horse and buggy he met a traveling salesman for a Chicago wholesale grocery, at New Troy, and brought him to Bridgman. From there he drove to Stevensville.

The salesman was none other than John Price, who was later the big man in the Kidd, Dater and Price Wholesale Grocery in Benton Harbor. Mr. Price would leave his home in Benton Harbor on the early train for Sawyer, where he would wait in the depot until the store opened. After transacting his business he would walk the three miles to New Troy, with a sample case in each hand. That was the way business was conducted in the Nineteenth Century. (The item of wages for the "barnyard clerk" might be mentioned. The starting wage was sixteen dollars a month, board and room included. The store was open only fifteen hours a day, and part time on Sunday, so figuring the wage on an hourly basis, it was four and a half cents an hour.)

Soon after the close of the Civil War, a sixteen-year-old boy came with his mother and stepfather from the Berkshire Hills of Massachusetts to the Charlottesville area. His name was Ozro Baldwin. He worked in the woods and sawmills. Then a beautiful young girl came with her parents from Lockport, New York and settled in the same community. Her name was Lucy Weston. A few years later she changed her name to Baldwin. To Ozro and Lucy Baldwin eight children were born. Omar (Bun) was one of the young hopefuls.

Times were hard, jobs scarce, and wages low. It became extremely difficult to provide food and clothing for the little brood, but they however, managed to carry on.

Ozro Baldwin was a natural leader in the social, civic and business life of the community. He was a member of the Odd Fellows and Rebekah Lodges. He was one of the organizers of the Maccabee Lodge. He also organized and headed the Good Templers Lodge. When the temperance wave swept over the country in 1870, a troupe was formed in Bridgman to stage the popular play "Ten Nights in a Bar Room" and he played the leading role. Some of the other members of the troupe were Charles Wheelock, Lillian Whitten and Sarah Bridgman. Mr. Baldwin was township school inspector and Supervisor of the township when the county seat was located at Berrien Springs. During the sessions of the board he would leave home early Monday morning, and walk the twelve miles from Bridgman to Berrien Springs. Weekends he would return home by the same conveyance. That was the way they conducted affairs in the previous century.

In the 1880's legislation was enacted creating the office of township drain commissioner. Mr. Baldwin received the appointment to the office for Lake Township, and served ten years. At the time the township included what is now Baroda Township. Practically all of the original drains were laid during the time he occupied the office. Many of the drains were greatly enlarged when dredges became available. Thousands of acres of worthless swamplands were reclaimed to become some of the most valuable land in the county.

Some of the examples of the reclaimed land are the Beebe and Busick farms.

Mr. Baldwin's home was south of Bridgman, where he had a few acres of land on which he grew some small fruit. In 1887 two acres of red raspberries had produced a large crop of plants, and he conceived the idea of advertising the plants in a little farm paper. The price for a three-line advertisement was ten dollars, which he did not possess at the time. However, he combined action with the idea and walked four miles to the home of a good friend, Isaac Hathaway, where he obtained a loan of ten dollars. On returning home he wrote the copy for the advertisement, enclosed it with the ten dollar bill and mailed it to Wilmer Atkinson, editor of the Farm Journal, Philadelphia, Pa. In due time he received orders for all the plants. In the spring of 1878 he mailed out several hundred folders quoting prices on a few strawberry and cane plants. This was the beginning of an industry that was destined to become a million dollar business in the county. The home was located at the railroad crossing south of Bridgman, and the nursery became known as the Railroad View Plant Farm. In the following years of the century Mr. Baldwin purchased the adjoining eighty acres to the home place. He also purchased a tract of the reclaimed swampland east of Bridgman. The business was returning satisfactory dividends on the ten dollar borrowed capital at the close of the century.

Like all successful ventures, others soon follow in the business. An uncle, Addison Weston and Charles Whitten, who owned the adjoining farm, started in the nursery business

the following year. Mr. Weston died soon after, and the business was inherited by a nephew, Frank L. Ackerman.

Charles Whitten was a son of Joshua Whitten, and his wife was the former Cornelia Hebb, a graduate of the New Troy High School, and a rural teacher. Mrs. Whitten was a lovely woman. The Whittens were prominent in the civic and religious life of the community, and were members of the Congregational Church. There were only the three nurseries in the Bridgman area at that time. However, in the meantime, E. W. Dunham had started in the business at Stevensville, and it was known as the Grandmere Nursery. David Knight had also started in the business at Sawyer. Near Buchanan was the Jackway Nursery, and in Benton Harbor an organization started in the business on a grandiose scale. It was known as the West Michigan Nurseries. The nursery consisting of several hundred acres was located in the Eau Claire area. It did not prove to be a successful venture, and the company folded up in a few years.

There were comparatively few nurseries west of Rochester, New York, before the Twentieth Century. The great expansion in the nursery industry took place in the second decade of the century. This was especially true of Berrien County.

Three Oaks and Three Oaks Township

THE township was part of New Buffalo Township until it was set off as a separate unit in 1856. The name was derived because of three large white oak trees close together on the site of the post office.

One of the earliest settlers was Sylvester Shedd. He was a native of Massachusetts, and had been a soldier in the War of 1812.

Moses Chamberlain visited New Buffalo, where he purchased about eight hundred acres of land. He did not settle in the township at the time, but in 1843, with his wife and three children, Henry, William and Elizabeth, he migrated from New Hampshire to New Buffalo, where with a cousin, he engaged in the mercantile business. In 1844 Hale E. Crosby, a son-in-law, came from the same state, and took over the interest in the business. Mr. Chamberlain with his family moved to Spring Creek, near the future site of Three Oaks, where he built a home. When the surveyors were laying out the route for the Michigan Central Railroad they cut a trail through the forest to the Chamberlain home, where they made their headquarters during the months they were engaged in establishing the grade through the extensive swamp.

The son, Henry Chamberlain, at the age of nineteen, acquired a large tract of land and proceeded at once to clear some of it for farming. He obtained a contract to deliver 4,000 cords of wood at New Buffalo for shipment to Chicago, and became the largest producer of wood in the area. Soon after his twenty-first birthday he was elected Supervisor of

New Buffalo Township, and held the office four terms. Then he was Justice of the Peace. Again he was elected Supervisor, and served until 1853, when he received the appointment as mail clerk for the Michigan Central between Detroit and Chicago. Two years later he resigned to continue clearing and improving his property. A road was opened by him each way through the township on section lines. Both became permanent roads, one of which is now a national highway.

Henry, together with Joseph Ames, erected a building on what is now Elm Street, and opened it with a stock of general merchandise. They also built a large warehouse across the street, which later on became the Michigan Central freight house. A post office was established in the store, and Joseph Ames was appointed postmaster. He died of consumption (TB) in 1855, and Samuel Chamberlain, a cousin of Henry, became a partner in the business.

In the spring of 1856 Chikaming and Three Oaks were set off from New Buffalo Township as separate units. At the first election in Three Oaks Township, ninety-one votes were cast and again Henry Chamberlain was elected Supervisor. A few of the voters names that have been familiar down through the years are, Shedd, Nash, Hess, Smith, Myers and Hatfield.

In 1852 Samuel Hess came with his father from Switzerland. In 1855 he opened a shop and operated a shoe store for many years. He also had a farm nearby. Hess was Supervisor for three terms, County Treasurer three terms, and Justice of the Peace for nearly thirty years.

James L. McKee was a native of the state of Mississippi. He started as a clerk in the Henry Chamberlain store and sub-

sequently became a partner in the business. He was Supervisor, president of the village, and member of the State House of Representatives.

Thomas Love was one of the leaders and one of the earliest settler in the county. He was a native of Virginia, and came to Berrien in 1831, where he and Edward Ballingee engaged in the general merchandise business. In 1854 he and Gilbert Avery built a sawmill on the railroad east of Three Oaks. They did an extensive lumbering business for several years. The place was known as Avery Station. Mr. Love served as Supervisor of Three Oaks Township, also County Clerk, County Treasurer, County Surveyor, and was Justice of the Peace until the time of his death.

In March, 1867, Three Oaks was incorporated as a village, and sixty-one votes were cast. William Chamberlain was elected the first president. There were several steam sawmills now operating in the area. The other woodworking industries to follow later on were a stave and heading mill, and three handle mills. The largest project was a wooden tube mill. The tubes ranged from one inch to twenty-inch bore. Only select white ash and whitewood were used in the tubes. It was the only factory of the kind in the west. After fifty years underground the wood was perfectly preserved.

For a decade after the timber was pretty well gone, Three Oaks, like other little communities in the county, was only a farmers' trading center. Among the other small stores in the village was the Chamberlain-Warren and Hatfield, dealers in general merchandise. The junior member of the firm was Edward K. Warren, who was one of the more recent arrivals in

the village. A young lady clerk in the store had the misfortune to break a whalebone stay in her corset, and not having a stay to replace it, she conceived the idea of taking some quills from a feather duster, splitting them, removing the pith, and winding the parts together with thread, thus replacing the broken stay. While watching the process, Edward Warren became interested and conceived the idea of manufacturing a product that would replace whalebone, which was becoming scarce and of poor quality. Combining action with an idea he proceeded to associate with himself a practical machinist. Together they designed a machine to strip, split and remove the pith from the quills also a machine to wind and cover the quills with resilient tape of various widths. The product was to be known as "Featherbone".

The two men (Mr. Warren and George R. Holden) formed a partnership. Patents were secured on the machines and the product, and in June, 1883, the Warren Featherbone Company was organized with a capital of \$100,000. In November of the same year, a small building was secured and the production of Featherbone started, and ten persons were employed. The business was considered a joke by some of the wise citizens of the village. An editorial in the local newspaper said: "No doubt quills will be fed into one end of a building, and ready-made corsets will be discharged from the other end."

The demand for Featherbone exceeded all expectations. In a few weeks larger quarters had to be secured and the force of employees doubled. Several months later the factory became swamped with orders. It was decided then to close

down until a new stock company could be organized, and a building erected, also many more machines built. Twenty tons of quills arrived and were stored in barns. Patents on the machines and Featherbone were obtained in Canada and several over-seas countries. Branch factories were established in Middleville, Michigan and Porter, Indiana, also one in St. Thomas, Canada, under the supervision of Mr. Holden. They virtually possessed a world monopoly of their product. A corset factory was established in Kalamazoo, but it did not prove to be a success because of an odor created by the body moisture in contact with the quills.

There could not have been a more opportune time to have launched an industry of this kind. The styles of the period in women's wear were responsible for the phenomenal success of Featherbone. The tight waists, high, boned collars, balloon sleeves and flared skirts all required much stiffening material.

In 1885 Charles A. Clark, a prominent whip manufacturer of Rochester, New York, came to Three Oaks. He was seeking a location to establish a factory to use Featherbone in the manufacture of whips. The prospect of locating this kind of a factory in the west aroused the interest of several towns in the surrounding territory—Michigan City, Niles, St. Joseph and Grand Rapids. The citizens of Three Oaks and the farmers in the area rallied to the occasion. A mass meeting was called by the enthusiastic editor, W. K. Sawyer. (The same editor who made the early comments on the industry.) Excitement in the little trading center reached the boiling point. Businessmen and farmers joined in the crusade to secure the whip factory.

In the meantime delegations were coming from the vari-

ous towns to confer with Mr. Clark, but he finally decided to locate the plant in Three Oaks. A stock company was organized and \$10,000 subscribed. A three-story building was erected, and the manufacture of whips got underway. Salesmen started out on the road with a complete assortment of whips. There were some things that were overlooked, however. The whips combined beauty and quality—with many German silver bands on some of them—but the price was prohibitive. They retailed at three dollars, while a whip filled with rattan and a small piece of whalebone, with equally as many bands, retailed for one dollar. Consequently the whip factory did not prove to be a success.

In the meantime sales of Featherbone had soared from \$7,000 the first year to \$200,000 the third year. The company finally decided to devote the business to the manufacture of featherbone tape only. There seemed to be no limit to the demand for the product. In every little cross-roads country store an assortment of featherbone tape could be found. It was just as staple as needles and thread.

A great change was taking place in the sleepy little trading center of Three Oaks. In a few years it grew to a busy little manufacturing center—the population doubled in ten years. A telephone exchange was installed in the Beeson drug store with twelve subscribers, the first exchange in the county in a small community. Then came the electric light plant and a municipal water system, which were among the first of the kind in the county. William Bremmer erected the first brick structure in the village which was known as the Bremmer Opera House. The new Michigan Central depot, con-

structed of brick and stone, was comparable to the depots in some of the larger cities along the line.

The closing event of the century in the village was the unveiling of the brass cannon in Dewey Park. The cannon was captured by Admiral Dewey in the Spanish-American War. It was to be awarded to the community contributing the largest amount per capita to the fund for a national memorial to the soldiers and sailors who lost their lives in the war. The people of Three Oaks contributed \$1,400, which was one dollar and forty-one cents per capita, the largest of any town or city in the United States. On the day of the celebration several thousand people converged on the village. Some came from quite a distance to participate in the exercises.

"Featherbone" was the foundation on which the great Warren family fortune was founded. Mr. Warren was a man with keen foresight of the potential future of the sand dunes and swampland, also the virgin timberland. He purchased large tracts of the dunes, swamp and timber, also many large farms at bargain prices. He and his son Charles, acquired large cattle ranches in Texas and Old Mexico.

A story was told about son Charley in the early days. After spending his vacation in the "cow country" he arose early one Sunday morning and donned his cowboy outfit, saddled one of the carriage horses and proceeded to give the villagers a demonstration of cowboy life. He raced the horse up and down the streets, giving cowboy yells, much to the chagrin of his religious parents. There is much more to be written about the Warren family's history but it occurred after the turn of the century.

When the writer was a boy and young man, he hauled wheat to Three Oaks and sold it to the firm of Chamberlain-Warren and Hatfield. They operated a small general store, and were also buyers of wheat for shipment. The storage bin was on the second floor of the M.C.R.R. freight house. A long plank incline driveway led to the top of the freight house, which was a very hard pull for the horses. The horses were stabled in the Fisher livery barn where they were fed for twenty-five cents. A farmer-style noon meal at the white restaurant was twenty-five cents. Then it was back home in time for supper. The round trip of twenty-two miles required the entire day.

• • •

Berrien Township

BERRIEN TOWNSHIP was the first township in the county to start farming. It was heavily timbered with choice hardwood, and one of the most fertile of all the townships.

The first farmer was John Johnson, who was formerly on the staff of the Carey Mission. He was the shoemaker with that organization. When the mission closed he settled on a track, built a log cabin and began to clear the land for farming. He lived on the farm until the time of his death in 1884. A son, John, Jr. became Supervisor of the township.

In 1830 two brothers, John and Isaac Smith, located on three hundred and fifty acres in the township, where they lived to a ripe old age before passing on.

Isaac Lybrook came with his widowed mother from Ohio in 1840, first to Pokagon Prairie, and then to Berrien Township. The Potawatomis would come to their cabin for a visit and stay overnight, sleeping on the floor. They were on very friendly terms with Chief Pokagon, whom they regarded very highly.

Hugh Marrs, a native Virginian, also first came to Pokagon Prairie. He lived in several different locations, and finally purchased a farm in the township near Berrien Springs, where he proceeded to spend his life. Among the children were Andrew and Thomas.

Thomas Marrs moved to Missouri, where he engaged in the sawmill business, but after a few years he was compelled to leave the state on account of his anti-slavery opinions. He returned to Berrien Township and became one of the prominent figures in the county. He was one of the organizers of the State Grange, member of the executive committee, and for six years Master of the State Grange, and covered the state as lecturer for the organization. He was a member of the State Senate, deputy oil inspector for four years, and county agent of charities for nine years. He was one of the foremost Republicans in the county.

Andrew Marrs became postmaster in Berrien Springs, was county superintendent of the poor, and Justice of the Peace. Samuel Marrs, another son moved to Lake Township where he purchased a large farm, and became the father of a large family. He was also a leader in the Republican party, and held various offices in the township.

In 1831 Isaac Murphy, a native of Virginia, first came to

Pokagon Prairie, and a year later to Berrien Township. He married Eliza Jenkins, and they became the parents of thirteen children. They both died in the same month of the same year, 1893. Three of the boys were John, Erastus and Isaac.

James Gillespie, one of the Carey Mission group, located on a farm in Berrien Township. John Gillespie, a brother, owned several hundred acres in the township. In 1836 he went to Ohio to assist his brother-in-law, Nathan Fitch, in moving to the locality. He located on two-hundred-forty acres. He was at one time Sheriff of the county and a member of the State Legislature.

In 1835 Francis Pennell, with his wife and eight children, his brother Jesse and wife and nine children, left their native Virginia bound for Michigan. Jesse died on the way. Seventeen children were left for Francis to care for. When they arrived in Berrien Township the families were taken in by several of the families in the community, while a log house was being built. Mr. Pennell was a graduate of Staunton College in Virginia. For many years he taught in the rural schools during the winter, and operated the farm during the rest of the year. The schools were open only three months of the year in pioneer days.

Silas Ireland was one of the most prominent citizens in the county for fifty years. He came from Ohio to Berrien Township with only seven dollars in his pocket. He was a surveyor by profession. However, he also engaged in farming and subsequently acquired some seven hundred acres of choice land. He was Supervisor five years, superintendent of the poor for twelve years, and member of the State Legislature. He also

held various other offices. His wife was the former Matilda Michael. Twelve children were born to the couple.

Some of the other pioneers not mentioned before were—T. K. Clybourne, Hiram Hinchman, Richard McOmber, Thomas Easton, James Jenkins, Eli Ford and Andrew Tate.

Many of the early settlers were native Virginians, and while they came from a slave state, they were opposed to slavery. Many of them were also of Irish descent, among whom were the Marrs, Murphys, Gillespies, and Irelands. With their large families the township became pretty well populated with the Irish, and some of them spilled over into adjoining townships.

An institution that concerns the entire county is located in Berrien Township. It was formerly known as the "poor-house", but after the turn of the century it acquired a more sophisticated title, known as the Infirmary, so instead of "Over the Hills to the Poorhouse" it is now "Over the hills to the Infirmary".

• • •

Pipestone Township

PIPESTONE is a full township containing thirty-six sections. There were several large swamps in the township before they were drained. The largest—the "Big Meadow"—contained about a thousand acres. The soil is generally fertile. Some of the larger apple orchards are located in the township.

The pioneer settler was James Kirk, a native Virginian. He first came to Niles, then four years later moved with his

wife and seven children to the township. Their first home was a tent, the next a pole shanty, and finally a log cabin.

The next to arrive in the township was Dr. Morgan Enos, who moved over from Bainbridge Township. He located on a tract that became known as "Shanghai Corners", so named because the doctor was the first to import Shanghai chickens.

Robert Ferry, a native of Ireland, moved in from Niles in 1837. He became one of the large landowners in the county, accumulating more than a thousand acres before he passed on.

One of the most prominent of the township settlers was James F. Haskins. He changed his politics several times—first a Democrat, then a Republican, and finally a Prohibitionist. He was Supervisor for the township eight terms, and chairman of the board several terms, also Justice of the Peace for more than thirty years. He also acted as administrator for estates. Two of his sons served in the Civil War.

One of the largest landowners and the largest farmer in the county during the Nineteenth Century was Silliam Smythe Farmer. He settled on the present site of Eau Claire in 1848. He accumulated more than sixteen hundred acres before his death. He served as Supervisor for the township and was delegate to the State Constitutional Convention in 1867. He was a Republican, a Methodist, and leader in establishing the Crystal Springs Camp Ground near the hamlet of Sumnerville.

After the Big Four Railroad was built, the village of Eau Claire was laid out and platted.

Sodus Township

SODUS was originally part of Pipestone Township. It was created as a separate unit in 1859. It is one of the most fertile townships in the county. The first permanent settlers in the township were the Rector families. William and David. They migrated from Sodus, New York, to St. Joseph in 1835. They first engaged in keel-boating on the St. Joseph River. One season of keel-boating seemed to satisfy them and they returned to their native state. However, the next spring, with their brother Hiram and two other men, they took charge of a keel boat at Buffalo (the Niles), which was to be delivered to St. Joseph in tow of a sailing vessel. A violent storm struck soon after leaving port, and the tow line parted, leaving the keel with the five men drifting helplessly until the storm subsided. They then rowed into Cleveland, and finally all reached Berrien County again. The father, David Rector, Sr., followed the boys. The father and Hiram located on adjoining tracts of land in the township. William lived in St. Joseph for several years. Then he traded a gun and an old horse for forty acres nearby the other members of the family. David Rector named the township after his native town of Sodus, New York.

Settlement in the township was slow due to much of the land being held by speculators at a high price for the times, especially when the government was selling land at a dollar and a half per acre.

Among the other pioneers in the township were Peter Shook, George Keigly, Abner Huckman, John B. Rush, Wal-

lace Tabor, F. F. King, R. M. Hogue, Joseph Fisher, and Jesse and Luther Hemingway. King was Supervisor of the township for ten terms, and Fisher was Supervisor for twelve terms.

Two of the earliest summer resorts in the county were located in the township—"Sebago" and "Tabor Farm".

• • •

Lincoln Township and Stevensville

LINCOLN TOWNSHIP was part of Royalton Township until 1868 when it was detached and made a separate unit. Much of the township west of the Hickory Creek was covered with scrub oak, interspersed with large white pine. The soil is a light sandy loam, and not adapted to general farming. It was included in the early-day peach growing section of the county, and produced beautiful peaches. Along the road from St. Joseph to Stevensville (now known as Lake Shore Drive), during the 1860-70 decade was one of the thickly populated areas in the county at the time. The peach boom had attracted many out-state people who expected to reap a fortune in a few years from a peach orchard. The land was subdivided into small parcels from ten to forty acres, and sold at fabulous prices. Some ten years previous to this time the same land had been bought from the government for a dollar and a quarter per acre. After the "yellows" had destroyed nearly every peach tree by 1875, the land in the peach-growing area was of little value.

The plat for the village of Stevensville was layed out by

Thomas Stevens, a prominent Niles banker, who owned a large tract of land in the area. The Dunham families were extensive landowners. They built a pier and a sawmill at Grandmere. They were also among the larger fruit growers in the area. There are a few members of the family still living in the township.

Victor Plee was also quite an extensive landowner. His home was just north of Stevensville, where he had a water-power sawmill on Hickory Creek. Just south of the high school was Strickland's water-power sawmill.

Among the more prominent men in the township were Alfred French, a one-time Register of Deeds, Alexander Halliday, Supervisor, David Phelps, L. W. Archer and Robert Halliday.

Among the early day merchants in Stevensville were William Smith, E. D. Collins, William Parish, John Corrigan and Ed Smith. Andy Shearer and his son Charles, operated the butcher shop (meat market). During the summer season they peddled meat by wagon as far out as the road west of the California School, south of Bridgman. There was a plentiful supply of doctors in the township. Three in Stevensville—Dr. Heart, Dr. Martin and Dr. Purcell; north of the Stewart School were Dr. Haskell, Dr. Brown and Dr. Petitt. East of Stevensville lived one of the county's most beloved country doctors, Dr. John Beers.

Galien and Galien Township

GALIEN TOWNSHIP was originally part of Bertrand Township until 1844, when it was set off as a separate unit. The first election was held in the home of William Burnes, and he was elected Supervisor of the township. The township was covered with the most dense growth of hardwood in the county. The forest was known as the Galien Woods.

James Wilson, a native of Virginia, came to the Galien area in 1836. He built the first sawmill. About the same time James Edson also came to the area. Alvin Emery arrived in 1845, and built the second sawmill in the place. Following soon after were the four Spear brothers, Asher, David, Allison and Noah.

William Valentine, father of a future prominent family in the county, was an arrival in the early 1850's. He served as Supervisor at one time. He died in 1875. A son located on a tract of land in Three Oaks Township, where he lived for many years. George M. Valentine became a leading attorney in Benton Harbor, and was Prosecuting Attorney of the county. Some of the other early settlers in the township were George Partridge, Henry Smith. W. K. White and Perry Nogle. The latter was Supervisor of the township several terms. Dr. Hinman was the first doctor in the community.

George A. Blakeslee came to the present site of Galien in 1856, and laid out a plat and founded the village of Galien. He built a sawmill, also a store building which he opened with a stock of general merchandise. He acquired several

thousand acres of choice timberland. Later on he erected a large mill for the manufacture of wood handles, with an annual output of a million and a half. In 1880 he established a bank in connection with the store, and a son-in-law, Charles A. Clark, was general manager of the store and bank.

Mr. Blakeslee became the first president of the village, and continued to hold the office for many years. When the post office was established in the village, he was appointed postmaster by President Buchanan, and continued to hold the office until the election of Grover Cleveland to the presidency. He then resigned the office.

Mr. Blakeslee was a member of the Latter Day Saints Church, and the organizer of the Galien society of Latter-day Saints. He frequently conducted services in the church. He was world bishop of the church for ten years, and had charge of the property and finances of the church throughout the entire world.

Mr. Blakeslee served as Justice of the Peace for twenty-five years, and was a member of the board of education over a long period. He was also a member of the Masonic Lodge.

Lydia Alcott Blakeslee was the daughter of a wealthy English-manufacturer of Queens Ware. The Blakeslees were parents of nine children. The youngest was Edward A., born July 18, 1865, in Galien. Edward A. Blakeslee graduated from Ypsilanti Normal College in 1887. Later on he pursued a two-year course in the literary department of the University of Michigan. He also attended a course of lectures in the law department of the University. Following the death of his father in 1890, he settled the large estate, and followed in

the footsteps of his father in the religious, civic and business life of the community. The store and bank continued under the able management of Mr. Clark. The former became one of the largest stores of its kind in the country. Mr. Clark was active in county Republican politics, a member of the Board of Supervisors, and was still holding the office at the turn of the century. (This article is supposed to cover only activities of the Nineteenth Century, so the writer cannot continue further to laud these two men.)

Benton R. Stearns was a well-known man in the county during the last quarter of the century. He was an officer in the Civil War and after the close of the war he settled on a farm in Galien Township. He subsequently kept a hotel in the village, and was Supervisor of the township several terms, Sheriff of the county four years, and Representative in the State Legislature one term.

Zacariah Kinne arrived from the State of New York in 1865. He was an ordained Baptist minister, but seldom followed his profession. He became a large landowner in the area, possessing some six hundred acres of choice land.

Captain Dennison, an officer in the Civil War, located on a farm in the township. He was Supervisor of the township four years.

In 1868 Richard Montross built a handle mill in Galien. It was a large plant, and every conceivable kind of wooden handle was made. It was the largest factory of its kind in the world. The product from the mill was shipped to all parts of the United States and many foreign countries. The raw material for the handles was near the back door of the mill, oak,

hickory, ash, maple and black walnut. It was yet the age of wood, and few handles were made from any other material.

• • •

Chikaming Township

THE township was originally part of New Buffalo Township until 1856 when it was set off as a separate unit. The first settler was Luman Northrup, of the state of New York, who located in New Buffalo in 1836. Four years later he moved to what became Chikaming Township, where he built a sawmill. He operated the mill for some twenty years, but much of the time he lived in New Troy.

Moses Chamberlain came from New Hampshire in 1836, and purchased five quarter sections of land in New Buffalo Township, but later the location was known as being in Three Oaks Township.

Alfred Ames and William Miller and his son John, came in 1845. Mrs. Miller taught school in their home. John Miller was Supervisor of the township five terms, and a member of the State Legislature.

P. B. Andrews moved to the township from St. Joseph in the early 1840's, where he was one of the early settlers. He built the engine for the first steamboat on the St. Joseph River. Andrews and Miller built a sawmill which they operated about ten years. Other early settlers in the township were George Garland, Arnold Prall, Zalmon Desbro and Tobias Ray, who built a sawmill on Ray's Creek.

Three brothers, John W., James and Joseph Wilkinson,

natives of Virginia, were early arrivals in New Buffalo, James was a physician and practiced in New Buffalo. Joseph and John acquired twenty-five hundred acres of timber in Chikaming Township. They built a large steam sawmill, also a six-hundred foot pier. Subsequently they built Greenbush Pier and Pikes Pier. A horse railroad extended from the piers out into the forest. They did an immense lumber business, employing from fifty to a hundred men in the mill and woods. The place was known as Wilkinson Pier. When the railroad was built from New Buffalo to St. Joseph, it was Wilkinson Station (Lakeside).

In the middle 1850's Silas Sawyer from Ohio settled in the area and built a steam sawmill on the site of the hamlet that now bears his name. He suffered heavy losses in the panic of 1857. He was at one period Supervisor of the township.

John F. and Franklin Gowdy migrated from the state of New York. Franklin became extensively engaged in the lumber and wood industry for the Chicago market. The Gowdys built a pier and sawmill, and the place became known as Union Pier. Franklin Gowdy was one of the prominent citizens in the county for many years, and was Supervisor for several terms. A son, Herbert Gowdy, was responsible in a large way for the resort development in the Union Pier area.

Clement Goodwin built the first store in Union Pier. A son, Richard M., operated a handle mill in the place. Oliver R. Brown operated a large sawmill and built a pier in the Sawyer area. A horse railroad was operated in connection with the mill and pier.

In the middle 1850's two Irishmen from the "Green Isle",

John M. and Edmund Glavin, came to the township. Edmund settled in the Sawyer area, and John in the Union Pier area. Edmund became a large landowner in the township, owning some eight hundred acres. He was at one time township treasurer and Justice of the Peace many years.

John Glavin was a civil engineer, and had a liberal education. He had much to do with the early development of the township. He served as Supervisor for three terms.

Captain W. A. Keith came to the Sawyer area following the close of the Civil War. He was captain of a company of cavalry in the war. Active in the affairs of the township, he served at various times eleven terms as Supervisor. He was a member of the State Legislature in 1882.

Albert Drew moved over from Cass County and acquired nearly five hundred acres of land in Chikaming Township, north of Three Oaks, where he built a pretentious brick home in which he lived until the time of his death. He studied law, but was never admitted to the bar. However, he gained quite a reputation as a practitioner before Justice Courts. He served as County Surveyor, and was Supervisor of the township for eight terms.

In the early 1870's David Knight, a native of England, located in the Stevensville area where he married his wife. They moved to Sawyer, where Mr. Knight engaged in the general merchandise business. He received the appointment as postmaster, and the office was located in the store. He became a fruit buyer and operated a cider mill and apple dryer, which was one of the first tower dryers in the county. He was also the first to engage in the nursery business in the

Sawyer area. For many years Mr. Knight was confronted with a gang that tried to ruin him. He was forced into many legal battles which took his time and money. At one time he had a large consignment of cedar for shipment to a vinegar factory, and during the night holes were bored in the barrels and the cider flowed out on the ground. When the leader of the gang died, few tears were shed by other than his henchmen. Mr. and Mrs. Knight lived to a ripe old age, beloved by all good people in the community.

A notable event in the township was the annual meeting of the Lakeside Anti-Horse Thief Association in the Ames Grove, where a picnic dinner and speeches took place. Election of officers was held and transaction of the business of the organization. Horse stealing was a great racket. It might be compared with automobile stealing now. There was a cache in the Galien Woods where the horses stolen were first taken, but the main cache was in a dense swamp near Goshen, Indiana, where the horses underwent a sort of beauty parlor treatment. The hair was dyed a different color, in addition to any other changes that could be made. Then they were brought out and offered for sale. It was said there was an instance where the former owner bought back his own horse. It was the business of the members of the Anti-Horse Thief Association to apprehend the thieves.

Benton Harbor and Benton Township

THE first settler in Benton Township was Jehiel Enos, a native of the state of New York, who was a surveyor, and helped to survey the northeastern part of the county. He was followed by four cousins, who came to the county in 1836. They were James H., Roswell, Joseph and Ira Enos. Mr. Enos was elected to the State Legislature on the Democratic ticket in 1836. After the organization of the Republican Party in 1854 he was elected to the same office on the Republican ticket.

In 1836 Eleazer Morton arrived in the county. He however, had quite a notable career before this time. He was a native of Massachusetts, but when he was twenty years old he left his native state and went to Syracuse, N. Y. where he engaged in the manufacture of salt. While there he married a Vermont girl and they moved to another place in New York, where he was associated with a clothing manufacturer. The next move was to Michigan; they kept a wayside hotel on the Territorial Road. After three years they moved to St. Joseph and stayed until a log building could be built on the opposite side of the river where Mr. Morton had bought a quarter section of land.

The Mortons became the parents of a large family, one of whom was Henry, who remained at home with his father. Down through the years they were a father-and-son team. In his advanced years Eleazer Morton said, "Henry lived with me until I lived with Henry." Mr. Morton was a highly educated man for his day. He wrote many articles for New York

newspapers, also for agricultural magazines. He also published a book called "Morton's Guide to True Happiness". He suffered a stroke in January, 1864. He said, "I am going to live until Independence Day," and as he predicted, he passed on July 4, 1864.

In the meantime Mr. Morton had found it necessary to increase the size of his log home, to care for the large family and overnight guests. Farmers as far out as Kalamazoo, brought their produce to the St. Joseph market, and they made their plans to reach the Morton's in the evening, so again the Mortons were tavern keepers.

Henry bought a large tract of government land, and to clear it and support a large family meant long hours of toil. His wife was the former Josephine Stanley, daughter of a pioneer family.

In 1849 the Mortons built a home on the hill and moved from the log tavern on the edge of the marsh. Although they had ceased to keep paying guests, they continued to come. Mr. Morton said "No one shall sleep in the street as long as Henry Morton has a roof over his head." The Morton porch was referred to as the "Indian Hotel" because the Potawatomis sometimes slept there when they were going to and from St. Joseph.

Soon after the arrival of Eleazer Morton, James Caldwell and James Higbee came to Benton Township. Subsequently, Caldwell acquired five hundred acres along the Paw Paw River, and Higbee settled on a farm. A son, James H. Higbee, built the Higbee Hotel in Benton Harbor.

Phineas Pearl, father of one of the county's most prom-

inent families, came from the state of New York in 1840. He was Supervisor of the township, and the place where he settled became known as the "Pearl Settlement". Two sons Lewis and Warren, were among the larger farmers in the area. Lewis enlisted as a private in Company B, Twelfth Infantry, in the Civil War, and was mustered out Major of the regiment. After he returned, he was Supervisor of the township for nine years. After he became ninety years old, he was still active on his farm.

Another pioneer of a prominent family in the county was Ebenezer Jakway, who came with his family. Two of his sons, Elmer and James H., acquired some six hundred acres in the township.

Then the Sutherlands, another notable family, arrived. They also became owners of a large tract of land in the township. Lewis lived to a ripe old age, and in his later years moved to Benton Harbor. Three sons, Darwin, Sterling and Lot were among the largest fruit growers in the county.

Other pioneer settlers in Benton Township, who have contributed much to the prosperity of the county, were the Burrys, John and Freeman, the Olds, Jennings, Leeds, Van Horns and Kinneys.

In the middle 1840's Micajah Chauncey with his son and daughter, moved from St. Joseph across the river where he had purchased the southwest quarter of section nineteen in Benton Township. At the time, the only other families on the immediate east side of the river were the Mortons and Congers.

During a spring flood in 1858, the Spinks Bridge across

the St. Joseph River was washed away. It had been the only means of access (other than by boat or raft) to St. Joseph, for the people living on the east side of the river. St. Joseph was the trading center for a large area on the east side. It was the only place where farmers, as far away as Kalamazoo, could dispose of their wheat and other farm produce, so the rebuilding of a bridge across the river at the earliest possible time was of vital importance to the farmers.

Since St. Joseph business men profited largely from the farmers' trade on the east side of the river, the eastsiders considered St. Joseph should contribute to the construction of a new bridge. A meeting was therefore arranged to discuss the matter.⁹ Henry Morton and Charles Hull rowed across the river to meet with the St. Joseph representatives, who told them quite frankly that if they were foolish enough to settle on the east side of the river, and if they wanted to avail themselves of the advantages of the St. Joseph market, they could build their own bridge.

It was said that on returning home the two men spent a sleepless night. In the morning they met with their good friend Sterne Brunson. Together they laid plans to build a bridge, also a corduroy road leading from the high ground across the marsh to the bridge. (The high ground was about where the Farmers and Merchants Bank now stands.) The project was to be financed by public subscription. Combining action with an idea, the three men circulated subscription papers near and far. They received 125 pledges, ranging from \$2.00 to \$100, much of which was to be in material or

labor. In due time both projects were completed, and the farmers were able to deliver their wheat to the warehouses in St. Joseph.

Encouraged by their success in the first venture, the same men envisioned a canal across the marsh to the St. Joseph River. Again Morton, Hull and Brunson circulated subscription papers near and far. There were 100 pledges ranging from \$3.00 to \$200, much of which was also for material and labor. The promoters were the largest contributors. In addition to money they gave the land through which the canal was dug, and the turning basin at the head of the canal. Also real estate was given to Martin Green who operated the dredge. The writer's maternal grandfather, Charles Breithaupt, who had settled on a tract of cut-over land in the Millburg area, was one of the contributors to both projects.

Henry Morton and Charles Hull made several trips to Chicago, in an effort to secure a dredge. They were finally successful in securing Martin Green with his dredge. For his services he agreed to accept timber, farm produce, real estate, and whatever money could be collected. Some of the men in the surrounding area spent much of their time during the summer assisting in the work on the canal. The first channel was only 25 feet wide and 10 feet deep. It was soon found to be inadequate, and was increased to 50 feet in width and 12 feet deep. Later on it was again increased to 75 feet in width and 15 feet in depth. Finally with a government appropriation it was established at 100 feet in width and a depth of 18 feet. The canal could then accommodate any ships entering the St. Joseph Harbor. It must have been quite a thrill for

the people of Benton Harbor to see the stately steamships of the Graham and Morton Line steam up the canal to the turning basin in the heart of the business district.

A village was laid out and platted in 1863 by Henry Morton, Sterne Brunson, Charles Hull, M. G. Lamport, Martin Green and B. C. Lewis. The first lot sold was on the corner of Main and Pipestone Streets. The price was sixty dollars, and six years time to pay for it. The hamlet was first named Brunson Harbor, then changed to Benton Harbor. It was also referred to as "Sandtown" and "Bungtown". The first industry was a factory that made wooden bungs for barrels and beer kegs. The latter name was quite popular with the neighbors on the opposite side of the river. They did not take the little upstart settlement among the sand dunes and frog ponds very seriously.

Lots sold quite rapidly from the start, and small homes and business buildings were going up. The first business building was occupied by a grocery in front and a saloon in the rear of the building. Other stores and shops followed in rapid succession. The first brick building consisted of two store rooms, hardware on one side and dry goods on the other.

The only highway leading out of the county was Territorial Road. There were two dead-end roads, one leading out to the "Pearl Settlement" and the other out to the "King Neighborhood". The only other means of ingress or egress was the canal, and on foot or on horseback through trails in the woods.

The hamlet was incorporated as a village in 1866. Eighty-three votes were cast at the first election. Samuel McGuigan

was elected the first president of the village. Two years later the Weekly Palladium made its bow to the public. In 1865 a post office was established with Henry Morton as postmaster. He was not however, active in the office, the duties being performed by deputies. In 1873 Morton resigned the office and J. P. Thresher received the appointment as postmaster. The mail came to St. Joseph by stagecoach until the railroad was built in 1871.

In the fall of 1867 a subscription paper was circulated to obtain funds to establish a telegraph line from Niles, by the way of Berrien Springs and St. Joseph, to the new town. J. Stanley Morton was the first operator. At this time all messages were received by impressions of dot-and-dash method on paper ribbon, and not by the sound method. There were sixteen subscribers ranging from \$5.00 to \$50, and \$220 was subscribed.

Jud Russell in the meantime erected a building on the site that is now occupied by the Vincent Hotel. It was to be used as a public hall. The building was destroyed by fire in 1869.

The first addition to the village was platted by B. C. Lewis in 1868. After the lots were all sold it was discovered that the entire plat was in St. Joseph Township. After much agitation by the owners of the lots, the line between the two townships was changed to the river in 1890.

The first steamboat company was organized by Green and Allen, and subsequently it became the Graham and Morton Company. The first hotel was a two story frame structure known as the "American House".

The first attorney in the village was A. B. Riford, who

was postmaster for seven years, and a one-time State Representative. A son was also a State Representative in the Legislature, and Prosecuting Attorney of the county.

Dr. John Bell was the first physician, and one of Benton Harbor's most beloved citizens. His presence in the sickroom was a tonic for the patient. Dr. Bell was the first president of the Benton Harbor Improvement Association that was so successful in bringing new industries into the town during the closing years of the century. Dr. Bell also served as mayor of the city at one period. A brother, Dr. George M. Bell, was also a prominent physician in Benton Harbor.

"The Blue Front", one of the early-day leading grocery stores, was operated by P. M. Kinney and William Dunegan. The partnership was dissolved because of Mr. Kinney's idea that a grocery could be conducted without selling liquor, which was considered impractical at the time.

The first large general (or department) store, was Pitcher-Jones and Sonner's. It was located on the corner of Main and Pipestone. A one-time clerk in the store was Montgomery Ward, who became the organizer and head of the great Montgomery Ward and Company mail-order house.

The Nowlen family have been prominent in the civic and business life of Benton Harbor since the founding of the village. Albert R. Nowlen and son Bert were large landowners in the village (later city), also extensive dealers in lumber and building supplies.

William P. King was the pioneer of the King family. He owned a large farm which was located in what became known as the "King neighborhood". Doctor Frank King, Sr., a

grandson, now lives on the old homestead known by the more sophisticated name of Kings-dale.

Among the more prominent of the Irish families were the Murphys—Daniel and Patrick—who lived near the Pearl Settlement.

Heath and Son, shipbuilders, were among the early industrialists in the new town. Shipbuilding was always one of the prominent industries in any port town during the Nineteenth Century.

In 1869 A. H. Conkey started a ferry service between the two towns with the little steamboat "Hattie Adams". Captain W. A. Boswell took over the business later on and continued until 1885 when Barnes and Balingee built the street railway between the two towns; the ferry was then discontinued. The cars were operated by mules, so it was a mule railway. The car line ran under the hill to State Street, where a large horse was sheltered. When a car approached the shelter "Jumbo" would come out, was hooked onto the car, and up the hill they would go. When he was released he would return to the shelter until another little "Toonerville" car approached sounding the gong.

A few years after the Mortons arrived they set aside a plot of ground for a family burial place. Then later on some of the neighbors asked to buy a lot and finally it became a community burial ground.

Four children were born to the Henry Mortons, one of whom was Stanley Morton. He started his business career as a clerk in a drug store, and four years later he engaged in the drug business on his own account. In 1873 he sold this busi-

ness and began what was to be his life's vocation. He chartered a little steamboat with which he made regular trips between Benton Harbor and Chicago. The following year he entered into partnership with Andrew Crawford and J. H. Graham, under the title of the Graham and Morton Transportation Company. The steamship "Messenger" was purchased and placed on regular runs between Benton Harbor and Chicago. Subsequently larger and better equipped steamers were acquired, until the stately steamship "Chicora" was completed in August, 1892 and placed in commission on the Benton Harbor-Chicago run. Three years later it went to the bottom of the lake with all on board.

George J. Edgecumbe came to Benton Harbor in 1886 as superintendent of the public school. Several years later, together with Seeley McCord, he founded the Benton Harbor College and Normal Institute. Mr. Edgecumbe became known as Dr. Edgecumbe, president of the college. The college was opened in a small building on the corner of Columbus and Catalpa. A few years later a large three-story building was erected on Morton Hill. The staff was composed of some twenty teachers. Mrs. Edgecumbe had charge of the kindergarten and primary department, also the preparatory department, and Dr. Edgecumbe taught four subjects. It was an outstanding institution of the kind in the west. In point of attendance and scholarship it ranked among the best in the state. The school afforded an opportunity for many young people in the county to obtain a college education while otherwise it would not have been possible. The success of the college was due largely to the dynamic personality and ability

of Dr. Edgcombe. The college was a going institution at the close of the century.

In 1870 the C. & M. L. S. Railroad was completed from New Buffalo to St. Joseph. The next year the extension of the road north was started. The directors of the railroad all lived on the St. Joseph side of the river, and they planned to by-pass Benton Harbor, by running the line along the sand dunes near the lake. One of Benton Harbor's civic-minded men, J. P. Thresher, after learning of the scheme, made a secret trip to Detroit for a meeting with James F. Foy, president of the Michigan Central, and one of the backers of the C. & M. L. S. Railway. He told Mr. Thresher that if he could secure \$15,000 within a week, the road would be extended through the village. Needless to say, the sum was subscribed and in due time the road was built through "Bungtown".

In the 1880's the M. B. H. & C. Railway, formerly the "Punkin Vine", was built from Buchanan to the village. A branch of the Big Four was extended to the new town. The Vandalia Railway was extended to St. Joseph via Galien, and later on the road built a switchback into Benton Harbor. Altogether Benton Harbor became quite a railroad center. (The writer drove a team on the grade where the village of Baroda is now located. He received three dollars a day for himself and team.)

Benton Harbor with a population of seventeen-hundred people, was incorporated as a city in 1890. Fred Hobbs, one of Benton Harbor's most popular citizens, was elected first mayor of the city. Mr. Hobbs was a wholesale dealer in flour, salt and coal. When the Benton Transit Company was organ-

ized, he became secretary and treasurer of the company. When Mr. Hobbs assumed the office of Mayor, he proceeded to do a little housecleaning which was much needed at the time. It had been a pretty wide-open village. Mr. Hobbs' ideas did not meet with the approval of a certain element in the town, and one evening while he was reading in his home, a bullet crashed through the window. Fortunately he was not in line of the missile.

The last project to be undertaken in the closing years of the century was started by Dr. H. V. Tutton, one of the county's most prominent physicians and surgeons at the time. Dr. Tutton opened a hospital with four beds in a private residence. Subsequently the doctor turned the hospital over to a board of trustees for the benefit of the public. This was the infant that has grown into the greater Mercy Hospital of the present era.

The citizens of Benton Harbor today owe a debt of gratitude to the hardy pioneers who performed such a miracle in founding a town in such a Godforsaken place, among the rattlesnake and mosquito-infested frog ponds and sand dunes. The founders gave unstintedly of their time and resources. Henry Morton alone spent a small fortune. He lived to see some of the fruits of his work; he died in 1890.

Benton Harbor, as it is today, is a very good demonstration that people are the first consideration, and location second, in founding a town.

The Fruit Industry in the County

THE birth of Berrien County's second greatest industry during the Nineteenth Century occurred early in the 1840's. It was destined to become big business in the Twentieth Century. The industry was growing fruit commercially. Fruit had been grown in the county from the time of the earliest settlers. It will be remembered that the fur trader Burnett, set an orchard of fruit trees. However, they were known as natural fruit trees.

Captain Curtis Boughton was presumed to have been the first in the county to produce budded peaches. Boughton procured a few budded trees from a Rochester, New York nursery, and set them out on his home place in St. Joseph. When the trees came into bearing he packed some of the fruit in barrels and took them on his vessel to Chicago, where they sold on the market for thirty-five dollars a barrel. Quite naturally when the news of the sale reached the county it caused considerable excitement comparable to the 1849 California discovery of gold. About the same time that Boughton planted the peach trees, the Mortons, Elezar and son Henry, set out an orchard of apple, pear and peach on their farm on the opposite side of the river.

There was a race to secure budded peach trees. About the only source of supply was Rochester, as there were few, if any nurseries west of the Rochester area. George Parmelee who owned a tract of land beyond Morton's along the Paw Paw River, was the next one to set out some peach trees. Subsequently he became one of the largest peach growers in the county.

The early day peach-growing area extended from the south line of Lincoln Township, along the lake, through St. Joseph, Benton and Hagar Townships and not to exceed two miles in from the lake. By 1860 peach orchards covered much of the area. Real estate soared to phenomenal figures. Land without any improvements sold up to \$200 per acre, and producing orchards, \$1,000 per acre. The land was subdivided into ten, twenty and forty-acre plats. Out-of-state people came from a considerable distance to participate in peach culture, expecting to reap a fortune in a few years.

The section between Stevensville and St. Joseph became the most thickly populated rural area in the county. Few of the would-be orchardists knew anything about farming and less about growing peaches. Much of the land had to be cleared, which was a slow, laborious job. There were no mechanical devices to assist in the work—an axe and grub hoe were the only tools at the time. After the land was cleared and the orchard planted, it would then be four years before there would be any material returns on the investment.

In 1857 Smith and Howell, bankers from Cincinnati, Ohio, leased seventy acres from the Mortons at five dollars per annum per acre and set the entire plat to peach trees. It proved to be a very profitable investment. The orchard was known far and wide as the "Cincinnati orchard". The lease was to run ten years. At the end of seven years they sold the lease for \$12,000. The buyer of the lease cleared \$15,000 the first year. Another one of the larger transactions, a ninety-six acre farm, a considerable part of which was set to peach trees, changed hands for \$43,000. Another extreme

example involved a Mr. Jackson, who from forty-one Crawford trees picked 1,100 baskets of peaches that sold for two dollars a basket.

As is true in every line of industry, the few successful ones receive much publicity, while little is heard of about the many unsuccessful ventures. This proved to be very true in the peach-growing industry.

In the early days of the industry a special type of basket was designed in which to market the peaches. The basket was small at the bottom with a decided flare at the top. They were made in two sizes, one-fourth and one-fifth bushel. One might ask why the two sizes. It was not easy for the buyer to detect the difference in the size of the baskets, while to the grower, on a hundred baskets it meant considerable added revenue. The peaches were covered with pink tarlatan which was securely fastened to the top of the basket. There was no mistake but the best peaches were on top. The tarlatan made up for any lack of color in the fruit. There were no grading or inspection laws, so it was a case of "buyer beware". Strange as it may seem, this was considered perfectly legitimate in the "good old days" of the past century.

As time went on the price of the fruit continued to decline on the Chicago market, which was the only market, and it was as yet only a small city. The 1850 census revealed a population of only 28,000 people. In 1868 scattering trees seemed to be affected with some unknown disease, and by 1870 it was becoming serious as whole orchards were succumbing to the disease which became known as "the yellows". Five years later there were few live peach trees in the county. The

Cincinnati orchard was cut down in 1877. The only remedy for the control of the yellows was to remove the trees and burn them.

Much of the land in the peach-growing area was light sandy loam and not adapted to growing farm crops, so it was of little value after the failure of the peaches. Many of the families moved away. Some of them did not even take their household goods as the cost of transportation would have been more than the replacement of new furniture. The writer's father with his family moved to the Bridgman area. Some of the remaining families turned to growing small fruit, but it did not prove to be very successful as there was as yet no other market than Chicago, and it frequently became glutted, and the fruit did not sell for enough to pay for picking and crates. One of the larger growers, Thomas Mason, tried growing chickory. He built a dry house to cure the roots, but it proved a failure. The family then moved to Chicago, and he and a son engaged in the commission business under the name of T. Mason and Son.

After it was discovered how to control the yellows, peach orchards were planted over a much greater area in the county. By 1890 there were more than 3,000 acres of peaches in the county, and practically the same number acres of apples, and half the number acres of pears, plums and cherries combined. The Rolland Morrill orchard was the largest peach orchard in the county. It contained 100 acres. The American Horticultural Society meeting in Chicago in 1897 sent a committee to visit the orchard. On returning to the convention the committee reported the Morrill orchard was the finest in America.

In the late 1880's small fruit growing increased quite rapidly, especially in Lake Township (which included Baroda Township). New varieties of plants were being introduced. There were more than fifty varieties of strawberries brought out during the 1890's, but only a small percentage proved to be of any value. One variety of blackberries, the Wilson, is worthy of particular mention, and it was the finest blackberry of all time. The larger growers were in Lake Township, among whom were Allison Post, Fred Dumrie, Fred Heyn (he lived on the present site of Baroda), and Williams and son, who had some twenty acres of the Wilson blackberries. The fruit was large and glossy black, and very firm. Buyers in Bridgman shipped the fruit by express to Minneapolis, St. Paul, Duluth, Detroit, Saginaw and Grand Rapids. Disease finally attacked the roots and destroyed the plants. Another variety of fruit that had a great run during the closing years of the century was the Kieffer pear. Large orchards were set out, and the trees were also planted along the side of highways and by-ways in the county.

The largest apple orchard in the county, and the second largest in the state, was located near Paw Paw Lake, and just out from Watervliet. It covered 300 acres and contained 14,000 apple trees, interspersed with peach and plum trees to afford some return to the investment while waiting for the apple trees to come into bearing. The orchard was the property of Robert Sherwood, and was known as "the Lake View Orchard".

Berrien County in the Civil War

ON APRIL 15, 1861, President Lincoln issued a proclamation calling for 75,000 volunteers for three months to put down the Rebellion. Responding to the first call for troops a company of infantry was raised at Niles. Robert Brethschneider was captain, Benjamin Brownell, first lieutenant, and James Beals, second lieutenant. The ladies of Niles presented a handsome silk flag to the company, which later became the regimental flag of the Second Michigan Infantry. The company left Niles on April 26 for Detroit. It was the first Michigan company to reach the cantonment, and was assigned as Company "E" of the above named regiment.

It was soon realized by the government that the country was engaged in a real war for which the southern states had been preparing during the administration of the two preceding presidents, and who did nothing to hinder them in their preparation.

Before the Second Regiment could be mustered into service the government refused to accept any more three-months volunteers. Instead, they would volunteer for three years. Practically all of Company "E" volunteered for three years and the regiment left for Washington on June 5. They were the first three-year regiment from the state to reach the capitol. The men were commended by President Lincoln for their promptness and soldierly appearance. On July 18 the regiment was engaged in the first battle of the war—the disastrous Battle of Bull Run.

Company "K" was raised in May, and was composed largely of men in the St. Joseph area. Captain Edmunds of

the company was drowned when he fell from a steamboat into the St. Joseph River. Jay J. Drake was elected captain to replace him. The members were unable to enlist in a Michigan regiment, so some of them enlisted in the Sixth Wisconsin Infantry, and Drake became a first lieutenant, then captain. H. C. Matrau became a captain in the company when he was nineteen years old.

Company "L" was also organized in the St. Joseph area, and was attached to the Fourth Michigan Cavalry Regiment. The regiment was assigned to the Army of the Cumberland. It became famous for the capture of the Confederate President Jeff Davis, for whom a reward of \$100,000 was offered.

Many of the men and boys from Berrien County were enlisted in the Second Michigan Infantry Regiment. (There were many boys, some as young as twelve years, who were drummer boys.) The regiment was engaged in more than one hundred major battles. Company "E" did not return as a company at the close of the war. The few who were not killed in action, or died of wounds or disease, joined other regiments. The regimental flag was returned to Niles, with more than forty bullet holes. Twelve of its standard-bearers were killed or wounded.

An interesting episode in the history of the regiment was the enlistment of a young woman, under an assumed name. She served with distinction for nearly two years before her sex was discovered. Then she deserted and nothing more was ever known about her.

It was said that probably no regiment in the service surpassed the Second Michigan Infantry. General Poe, formerly

colonel of the regiment, said "There is something sublimely grand in the steady, quiet courage of the men of our Second. They never have failed in time of need, and they never will. I would ask no higher honor than to ride at their head through the streets of Detroit."

After a strenuous day's battle, General Kearney ordered a Michigan regiment placed on guard so he might have a restful night's sleep.

The soldiers endured untold hardships throughout the war. The rations consisted principally of salt pork, beans and hardtack. The only fresh meat was when they made a raid on a pigsty or a chicken coop. There were few railroads or highways over which supplies could reach the armies. Some of the time the rations were reduced to whatever food could be gathered along the way. There were times when some of the armies had only parched corn to eat. There was no modern surgery or healing drugs in the Nineteenth Century as there is in the middle Twentieth Century. Many of the returning soldiers were handicapped for life by wounds and disease.

Berrien County, like the state of Michigan, went all the way in assisting the war program. Probably no other state or county contributed a larger percentage of its men and boys to the armed service—90,000 enlisted from the state, and 3,179 from the county. Practically all were from the four southern tiers of counties, as there were few people at the time living north of these counties. Approximately 350 from the county were killed in action, or died from wounds or disease.

With the simple weapons of the time — the cast-iron

canon, the small brass canon, mortar, muzzle-loading musket and bayonet—a much larger number were killed than with the modern implements of destruction in the wars of the Twentieth Century. During the Battle of the Wilderness, lasting forty days, Grant lost 55,000 men, and it was estimated the Confederates lost a like number. In the Battle of Gettysburg Pickett's Army of 15,000 men was nearly wiped out in an afternoon. General Sherman's saying that "War is Hell" was very true.

• • •

The Gay Nineties

IT IS true there was much gaiety during the last decade of the century. It is also true that there was much sorrow and many heartbreaks during the time. Seemingly it was a new world born overnight. So many radical changes were taking place. Some of the new inventions were becoming practical. Among them were two of the great inventions of all time—the telephone and the incandescent electric lamp. Electric power was also becoming practical. One of the first trolley lines in the United States was built between St. Joseph and Benton Harbor.

Another motive power that was becoming popular was the safety bicycle. The craze to possess a bicycle was sweeping over the county. The tandem or "bicycle built for two" was a fifty-fifty machine, each of the riders contributing fifty percent of the power. They were popular with the young couples and honeymooners for touring the county. There were no hard-surfaced roads in the county at the time, over which to

pedal, so a cinder path was finally built alongside of the main highways.

There was a radical change in both men's and women's wear. The hoopskirt, bustle and some of the numerous petticoats were relegated to the attic. Brighter colors were replacing the somber shades for both men and women. The grandmothers will remember the balloon and mutton-leg sleeves, the high, stiff collars and long sweeping skirts. Grandad will also remember the loud checked suits, tight-fitting trousers, derby hats, patent-leather button shoes, and celluloid collars and cuffs.

The bicycle created a new style known as the "Bloomer Girl". It consisted of a middy blouse, bloomers that were buttoned securely just below the knees, black cotton stockings and high-top buttoned shoes. The outfit was quite shocking to the sedate maiden ladies. The writer recalls a summer day when the Locky sisters who lived north of Baroda, pedalled into Bridgman, wearing Bloomer Girl outfits, and stopped to rest in the shade of a tree. Business was practically suspended for the time being. The sisters were very comely girls.

The greatest boon for the farm family was the deep wells and windmills for pumping the water which was piped into the home, and to the stock tank at the barn. Previous to this time the water was carried from the open well or a spring. In some of the larger towns water systems were being established, also central heating systems.

The age of wood was on its way out, and the age of metal was on its way in. Metal was employed largely in the new inventions. Another very important material that was on its

way in was Portland cement. Late in the century it was discovered that there was an unlimited supply of raw material in Michigan for making cement. The limited amount of cement that was used was imported from Germany. The building contractors today may wonder how buildings could be constructed without the use of cement. Very little cement or steel was used then for that purpose.

Early in the decade (1893) the great event of the Nineteenth Century was staged in the city of Chicago. One might ask what this had to do with the history of Berrien County! However, down through the years from the time of building Fort Dearborn, the two communities had been very closely inter-related. Whatever concerned the one, concerned the other to a certain extent. In pioneer days the St. Joseph Valley was the only source of supply to Chicago residents for the products from the farm and forest. Without this source of supply Chicago could not have made the rapid progress it did. Had it not been for the Chicago market for Berrien County's produce, the county could not have become one of the first in the United States in resources from the soil.

This great event was the Columbian Exposition. It was also known as the World's Fair. It was one of the greatest events of its kind during all time. Several of the larger cities entered the contest for the Exposition, but when Chicago bid twenty million dollars, the other cities withdrew, and predicted that the "Windy City" could not put over the project. The site for the Fair was in the swamp and sand dunes along the south shore of Lake Michigan. The large trees and some of the shrubs on the wooded island on the Fair Grounds were

dug from the forests in Berrien County. They were shipped on flat cars from Sawyer and Bridgman. The island was a very good replica of one in the St. Joseph River.

The many hotels and restaurants that were opened for the occasion provided a greatly increased demand for the products from Berrien County farms. For the visitors from distant lands the luscious melons, peaches and cream also strawberry shortcake, was an innovation.

Berrien County profited much from the Exposition. Farm produce brought better than average prices during preceding years. There were many men from the county who were employed on the Fair Grounds, receiving better than the going wages.

When the Exposition was ready to open it presented a beautiful scene. All of the buildings were covered with white stucco. The lagoon, the wooded island, the shore line along Lake Michigan, altogether it was a veritable fairyland in the evening.

On exhibition in the Forestry Building were two white-wood planks each forty inches wide, three inches thick and twelve feet long. The planks were exhibited by Buritt Bedortha, a Bridgman lumberman. The log from which the planks were cut came from the Wellington forest east of Baroda. There was neither a knot nor flaw in the planks, and the blue ribbon award was tacked on them.

The writer cannot pass up this opportunity to tell something about this character of the lumbering era. Buritt Bedortha was a graduate of Oberlin College. He enlisted in the Civil war, and when he was mustered out he came to Bridg-

man, married a local girl and engaged in lumbering on his own account. At one time he owned much of the dunesland north of Bridgman which is now known as "Wildwood". He was a pillar in the Bridgman Methodist Church, and one of the largest contributors to the organization. He was township treasurer for several terms, and Justice of the Peace. He was also a conveyancer and administrator of estates which required frequent trips to the county seat in Berrien Springs. He never possessed a horse and buggy, so the trips to the county seat were made across country on foot. Over a long period he lived in several different homes on Baldwin Road.

Mr. Bedortha was not too particular about his personal appearance. Much of his clothing was made in the home, and it was loose-fitting. For some twenty years after the close of the war he still wore the old blue army overcoat when the weather was extremely cold. Otherwise, he never wore an overcoat. He was particular about the care of his feet, and washed them every night.

An interesting episode in Mr. Bedortha's life took place on a summer evening. After he had washed his feet he was sitting on the porch, sans any garment but his shirt. Then he heard a commotion up the road and women screaming. He reached the road just in time to stop a run away and rescue the women. The following Sunday while attending church one of the prim sisters asked him if it were really true that he wore only a shirt when he rescued the women. His reply was, "Yes, it is true, and the tails of the shirt were very short."

Buritt Bedortha, like all human beings, had his faults, but he would have given the short-tailed shirt to a friend needing

it. He was a good citizen, a good neighbor and very helpful to anyone in need. When he passed on to that other world he left little of this world's goods behind.

About the time of the closing of the Exposition a severe depression was spreading over the country. It proved to be one of the most far-reaching panics up to that time, following the usual pattern of all former panics. Banks closed, industry shut down, business houses failed and mortgages were foreclosed. Men tramped up and down the highway seeking any kind of a job. In the larger cities soup kitchens were opened and bread lines formed to feed the unemployed.

General Coxey's Army of the unemployed was mobilized in Ohio. A division from Chicago marched through Berrien County on their way east. From Ohio the army marched to Washington, D. C., where a demand was made that Congress issue five hundred million dollars in paper currency to provide work for the unemployed. Nothing was accomplished. Some of the leaders were arrested for trespassing on the White House lawn. Finally the army disbanded and the men scattered their several ways.

The depression was particularly severe in Chicago. There were many transients in the city who came to participate in the building of and the operation of the Fair; also in the erection of the many hotels and apartment buildings, both of which had been overbuilt. Many of these places had been vacated after the close of the Fair. Again one might ask why all of this concerned Berrien County, but it did, and vitally so.

For more than thirty years the United States had not been engaged in any wars. Then on February 15, 1898, the Battle-

ship Maine, while on a friendly visit in Havana Harbor, was sunk by a terrific explosion, carrying 268 men to the bottom. On April 19, 1898, war was declared on Spain. Your history will tell you about it. A company was organized in the county.

• • •

What Might Have Been—

ON A summer day in the year 1800 a government ship with a cargo of material to build a fort cast anchor off the mouth of the St. Joseph River. The captain came ashore to select a site for the fort, but he was forbidden by the Potawatomi Chief to land the cargo. The captain returned to the ship, weighed anchor and proceeded on to the mouth of the Chicago River, where Fort Dearborn was built.

Had the Potawatomi Chief permitted the material to have been landed and a fort built at the mouth of the St. Joseph River, instead of the Chicago River, it is more than likely that the entire future picture at the head of Lake Michigan would have been different. The great city would now be in Berrien County, Michigan, instead of Cook County, Illinois. The site at the mouth of the St. Joseph River contained all of the early day natural advantages for a city.

The Territory of Michigan containing the Lower Peninsula, and the extreme eastern tip of the Upper Peninsula was created in 1805. The southern boundary line extended from the southern tip of Lake Michigan to the southern tip of Lake Erie. After the close of the "Toledo War" the government

ceded a ten-mile strip of the territory to Ohio and Indiana, which included South Bend and Michigan City.

The territory got off to a poor start and gained a very unfavorable reputation. After the Northwest Territory was created, James Monroe made a journey of inspection through the region. He was not favorably impressed with the country. He reported that it was miserably poor, especially along Lake Erie and Lake Michigan. Farther west, toward the Mississippi was a vast plain on which evidently a shrub had never grown, (the rich Illinois Prairie). He did not consider the territory would ever be sufficiently populated to become a member of the Confederation of States.

After surveying the southern part of the Lower Peninsula, the surveyor general stated that it was composed largely of swamps and sand dunes, and not one acre in a thousand would ever be arable. Then after the close of the War of 1812, when the people of Detroit were on the verge of starvation due to the occupation of the British Army who had slaughtered all of the livestock, confiscated the food supply, and burned many of the buildings, General Duncan McArthur seriously recommended to the War Department in Washington that Detroit be depopulated, and along with the territory turned back to the Indians. (The French settlement of Detroit had been completely destroyed by fire in 1805.) All of this concerned the little spot in the southwestern part of the territory that was to become Berrien County.

The journey for the pioneers from the Eastern Seaboard to Berrien County was a hazardous undertaking, especially for the wives and mothers. Much has been written about the hard-

ships endured by the pioneer husbands and fathers, but not too much about the wives and mothers who were the real heroines. They made the great sacrifice when they left comfortable homes, parents, brothers and sisters, to go on the long trek in a covered wagon over the intolerable roads, through the mountain passes; then on a canal boat nearly four hundred miles; then on a ship from Buffalo to Detroit. Again they either rode in a covered wagon or stage coach over more intolerable roads, some two hundred miles to their destination—a one-room log cabin surrounded by a forest. During the entire journey the travelers had to provide their own food and bedding. The boats did not even provide any heat.

There were births and deaths enroute. The loved ones were wrapped in blankets and buried in shallow graves.

With a few pots and pans the simple meals were prepared over the open fireplace. The bedding was a tick filled with boughs or dried grass. In these lonely cabins the wives and mothers spent days at a time when they did not see another woman. In these same cabins they brought babies into the world. Many of them passed on to another world, and frequently the mother accompanied them on the way. The mortality rate was high for both mothers and babies.

The people of Berrien County owe a debt of gratitude to the pioneers who migrated to the county during the Nineteenth Century. Many of them sacrificed their lives to create the great county in which we now live. It is one of the two hundred wealthiest, and one of the first counties in resources from the soil in the United States.

May there always be a Berrien County with its fine people,

its rippling streams and shimmering lakes, its wooded hills and shady dells, its beautiful flowers and luscious fruits, its fields of waving grain, and its sleek dairy herds knee deep in clover—a "Garden of Eden" for people of many races and many creeds.

The writer has lived in Berrien County eighty-seven years, and he still believes it is a pretty good place in which to live.

